

MASON'S



Hongkong Daily Press

SUBSCRIBER

ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom.

MANY WOMEN TO-DAY
NOT ONLY BELIEVE
THEIR EYES FROM OVERSTRAIN
BUT THEY
IMPROVE THEIR PERSONAL
APPEARANCE
BY WEARING
LAKESIDE EYEGLASSES
25, QUEEN'S RD. CENT., HONGKONG.

No. 19,871.

號一十七百三千九萬一第

日六十月五年申庚

HONGKONG, THURSDAY, JULY 1st, 1920.

四拜禮

號一月七年九國民華中

PRICE, \$3 PER MONTH.

INTIMATIONS JUST LANDED

ALLSOPP'S
BRITISH
PILSENER BEER

BREWED AND BOTTLED AT
BURTON-ON-TRENT.

SOLE AGENTS:

CALDBECK,
MACGREGOR &
CO., LTD.

15, QUEEN'S ROAD CENTRAL.

Tel. No. 75.

CARTRIDGES! CARTRIDGES!! CARTRIDGES!

NEWLY ARRIVED.
SPORTING CARTRIDGES,
12 10 and 20 bore. Loaded
with E. C. Powder, a powder
which gives universal satisfaction.
THE HONGKONG SPORTING ARMS
AND AMMUNITION STORE,
Nos. 8-6, Beaconsfield Arcade.

A LING & CO.

15, QUEEN'S ROAD CENTRAL,
Hongkong.

FURNITURE AND PHOTO GOODS
STORE.
GLASS ENGRAVING, SIGN-BOARD AND
METAL MARKS.
CANTON MARBLES IN VARIOUS SHAPES.
Photographic Goods of Every Description
in Stock.
DEVELOPING PRINTING AND ENLARGING
UNDER TAKEN.
TELEPHONE 1112.

FRENCH LESSONS

G. MOUSSON.

15, MORRISON HILL ROAD.

PEAK TRAMWAY COMPANY LIMITED.

TIME TABLE

WEEK DAYS	
7.00 a.m. to 8.00 a.m. Every 15 minutes	
8.00 " " " " " " " " " " " "	10 "
9.20 " " " " " " " " " " " "	15 "
10.30 " " " " " " " " " " " "	30 "
12.30 p.m. to 2.30 p.m. " " " " " "	10 "
2.30 " " " " " " " " " " " "	30 "
4.30 " " " " " " " " " " " "	15 "
6.00 " " " " " " " " " " " "	10 "

NIGHT CARS

8.50 p.m. to 9.20 p.m.
10.00 p.m. to 11.30 p.m. Every 30 minutes
11.45 p.m.
SATURDAY
Extra Car—12.00 Midnight.

SUNDAY

7.30 a.m. to 10.00 a.m. Every 15 minutes	
10.30 " " " " " " " " " " " "	10 "
11.30 " " " " " " " " " " " "	15 "
12.30 p.m. to 1.30 p.m. " " " " " "	10 "
1.30 " " " " " " " " " " " "	15 "
5.30 " " " " " " " " " " " "	10 "
6.00 " " " " " " " " " " " "	15 "
6.30 " " " " " " " " " " " "	10 "

NIGHT CARS

As on Week Days.
SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings,
Des Voeux Road.

Season and punch tickets available for
all cars, not already full, running at the
time stated in the Company's time-tables,
but not for special cars can be obtained on
application at the Company's Office. No
Season ticket will be issued until payment
thereof has been made in Bank Notes or
by Cheque or Comptroller's Order represent-
ing Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME TABLE.

On and after THURSDAY, APRIL 22nd, 1920, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 3A Local	No. 3 Through Express	No. 7 Through Express	No. 9 Through Express	No. 11 Through Express	No. 13 Through Express	No. 15 Through Express	No. 17 Through Express	No. 19 Through Express	No. 21 Through Express	No. 23 Through Express	No. 25 Through Express	No. 27 Through Express	No. 29 Through Express	No. 31 Through Express	No. 33 Through Express	No. 35 Through Express	No. 37 Through Express	No. 39 Through Express	No. 41 Through Express	No. 43 Through Express	No. 45 Through Express	No. 47 Through Express	No. 49 Through Express	No. 51 Through Express	No. 53 Through Express	No. 55 Through Express	No. 57 Through Express	No. 59 Through Express	No. 61 Through Express	No. 63 Through Express	No. 65 Through Express	No. 67 Through Express	No. 69 Through Express	No. 71 Through Express	No. 73 Through Express	No. 75 Through Express	No. 77 Through Express	No. 79 Through Express	No. 81 Through Express	No. 83 Through Express	No. 85 Through Express	No. 87 Through Express	No. 89 Through Express	No. 91 Through Express	No. 93 Through Express	No. 95 Through Express	No. 97 Through Express	No. 99 Through Express	No. 101 Through Express	No. 103 Through Express	No. 105 Through Express	No. 107 Through Express	No. 109 Through Express	No. 111 Through Express	No. 113 Through Express	No. 115 Through Express	No. 117 Through Express	No. 119 Through Express	No. 121 Through Express	No. 123 Through Express	No. 125 Through Express	No. 127 Through Express	No. 129 Through Express	No. 131 Through Express	No. 133 Through Express	No. 135 Through Express	No. 137 Through Express	No. 139 Through Express	No. 141 Through Express	No. 143 Through Express	No. 145 Through Express	No. 147 Through Express	No. 149 Through Express	No. 151 Through Express	No. 153 Through Express	No. 155 Through Express	No. 157 Through Express	No. 159 Through Express	No. 161 Through Express	No. 163 Through Express	No. 165 Through Express	No. 167 Through Express	No. 169 Through Express	No. 171 Through Express	No. 173 Through Express	No. 175 Through Express	No. 177 Through Express	No. 179 Through Express	No. 181 Through Express	No. 183 Through Express	No. 185 Through Express	No. 187 Through Express	No. 189 Through Express	No. 191 Through Express	No. 193 Through Express	No. 195 Through Express	No. 197 Through Express	No. 199 Through Express	No. 201 Through Express	No. 203 Through Express	No. 205 Through Express	No. 207 Through Express	No. 209 Through Express	No. 211 Through Express	No. 213 Through Express	No. 215 Through Express	No. 217 Through Express	No. 219 Through Express	No. 221 Through Express	No. 223 Through Express	No. 225 Through Express	No. 227 Through Express	No. 229 Through Express	No. 231 Through Express	No. 233 Through Express	No. 235 Through Express	No. 237 Through Express	No. 239 Through Express	No. 241 Through Express	No. 243 Through Express	No. 245 Through Express	No. 247 Through Express	No. 249 Through Express	No. 251 Through Express	No. 253 Through Express	No. 255 Through Express	No. 257 Through Express	No. 259 Through Express	No. 261 Through Express	No. 263 Through Express	No. 265 Through Express	No. 267 Through Express	No. 269 Through Express	No. 271 Through Express	No. 273 Through Express	No. 275 Through Express	No. 277 Through Express	No. 279 Through Express	No. 281 Through Express	No. 283 Through Express	No. 285 Through Express	No. 287 Through Express	No. 289 Through Express	No. 291 Through Express	No. 293 Through Express	No. 295 Through Express	No. 297 Through Express	No. 299 Through Express	No. 301 Through Express	No. 303 Through Express	No. 305 Through Express	No. 307 Through Express	No. 309 Through Express	No. 311 Through Express	No. 313 Through Express	No. 315 Through Express	No. 317 Through Express	No. 319 Through Express	No. 321 Through Express	No. 323 Through Express	No. 325 Through Express	No. 327 Through Express	No. 329 Through Express	No. 331 Through Express	No. 333 Through Express	No. 335 Through Express	No. 337 Through Express	No. 339 Through Express	No. 341 Through Express	No. 343 Through Express	No. 345 Through Express	No. 347 Through Express	No. 349 Through Express	No. 351 Through Express	No. 353 Through Express	No. 355 Through Express	No. 357 Through Express	No. 359 Through Express	No. 361 Through Express	No. 363 Through Express	No. 365 Through Express	No. 367 Through Express	No. 369 Through Express	No. 371 Through Express	No. 373 Through Express	No. 375 Through Express	No. 377 Through Express	No. 379 Through Express	No. 381 Through Express	No. 383 Through Express	No. 385 Through Express	No. 387 Through Express	No. 389 Through Express	No. 391 Through Express	No. 393 Through Express	No. 395 Through Express	No. 397 Through Express	No. 399 Through Express	No. 401 Through Express	No. 403 Through Express	No. 405 Through Express	No. 407 Through Express	No. 409 Through Express	No. 411 Through Express	No. 413 Through Express	No. 415 Through Express	No. 417 Through Express	No. 419 Through Express	No. 421 Through Express	No. 423 Through Express	No. 425 Through Express	No. 427 Through Express	No. 429 Through Express	No. 431 Through Express	No. 433 Through Express	No. 435 Through Express	No. 437 Through Express	No. 439 Through Express	No. 441 Through Express	No. 443 Through Express	No. 445 Through Express	No. 447 Through Express	No. 449 Through Express	No. 451 Through Express	No. 453 Through Express	No. 455 Through Express	No. 457 Through Express	No. 459 Through Express	No. 461 Through Express	No. 463 Through Express	No. 465 Through Express	No. 467 Through Express	No. 469 Through Express	No. 471 Through Express	No. 473 Through Express	No. 475 Through Express	No. 477 Through Express	No. 479 Through Express	No. 481 Through Express	No. 483 Through Express	No. 485 Through Express	No. 487 Through Express	No. 489 Through Express	No. 491 Through Express	No. 493 Through Express	No. 495 Through Express	No. 497 Through Express	No. 499 Through Express	No. 501 Through Express	No. 503 Through Express	No. 505 Through Express	No. 507 Through Express	No. 509 Through Express	No. 511 Through Express	No. 513 Through Express	No. 515 Through Express	No. 517 Through Express	No. 519 Through Express	No. 521 Through Express	No. 523 Through Express	No. 525 Through Express	No. 527 Through Express	No. 529 Through Express	No. 531 Through Express	No. 533 Through Express	No. 535 Through Express	No. 537 Through Express	No. 539 Through Express	No. 541 Through Express	No. 543 Through Express	No. 545 Through Express	No. 547 Through Express	No. 549 Through Express	No. 551 Through Express	No. 553 Through Express	No. 555 Through Express	No. 557 Through Express	No. 559 Through Express	No. 561 Through Express	No. 563 Through Express	No. 565 Through Express	No. 567 Through Express	No. 569 Through Express	No. 571 Through Express	No. 573 Through Express	No. 575 Through Express	No. 577 Through Express	No. 579 Through Express	No. 581 Through Express	No. 583 Through Express	No. 585 Through Express	No. 587 Through Express	No. 589 Through Express	No. 591 Through Express	No. 593 Through Express	No. 595 Through Express	No. 597 Through Express	No. 599 Through Express	No. 601 Through Express	No. 603 Through Express	No. 605 Through Express	No. 607 Through Express	No. 609 Through Express	No. 611 Through Express	No. 613 Through Express	No. 615 Through Express	No. 617 Through Express	No. 619 Through Express	No. 621 Through Express	No. 623 Through Express	No. 625 Through Express	No. 627 Through Express	No. 629 Through Express	No. 631 Through Express	No. 633 Through Express	No. 635 Through Express	No. 637 Through Express	No. 639 Through Express	No. 641 Through Express	No. 643 Through Express	No. 645 Through Express	No. 647 Through Express	No. 649 Through Express	No. 651 Through Express	No. 653 Through Express	No. 655 Through Express	No. 657 Through Express	No. 659 Through Express	No. 661 Through Express	No. 663 Through Express	No. 665 Through Express	No. 667 Through Express	No. 669 Through Express	No. 671 Through Express	No. 673 Through Express	No. 675 Through Express	No. 677 Through Express	No. 679 Through Express	No. 681 Through Express	No. 683 Through Express	No. 685 Through Express	No. 687 Through Express	No. 689 Through Express	No. 691 Through Express	No. 693 Through Express	No. 695 Through Express	No. 697 Through Express	No. 699 Through Express	No. 701 Through Express	No. 703 Through Express	No. 705 Through Express	No. 707 Through Express	No. 709 Through Express	No. 711 Through Express	No. 713 Through Express	No. 715 Through Express	No. 717 Through Express	No. 719 Through Express	No. 721 Through Express	No. 723 Through Express	No. 725 Through Express	No. 727 Through Express	No. 729 Through Express	No. 731 Through Express	No. 733 Through Express	No. 735 Through Express	No. 737 Through Express	No. 739 Through Express	No. 741 Through Express	No. 743 Through Express	No. 745 Through Express	No. 747 Through Express	No. 749 Through Express	No. 751 Through Express	No. 753 Through Express	No. 755 Through Express	No. 757 Through Express	No. 759 Through Express	No. 761 Through Express	No. 763 Through Express	No. 765 Through Express	No. 767 Through Express	No. 769 Through Express	No. 771 Through Express	No. 773 Through Express	No. 775 Through Express	No. 777 Through Express	No. 779 Through Express	No. 781 Through Express	No. 783 Through Express	No. 785 Through Express	No. 787 Through Express	No. 789 Through Express	No. 791 Through Express	No. 793 Through Express	No. 795 Through Express	No. 797 Through Express	No. 799 Through Express	No. 801 Through Express	No. 803 Through Express	No. 805 Through Express	No. 807 Through Express	No. 809 Through Express	No. 811 Through Express	No. 813 Through Express	No. 815 Through Express	No. 817 Through Express	No. 819 Through Express	No. 821 Through Express	No. 823 Through Express	No. 825 Through Express	No. 827 Through Express	No. 829 Through Express	No. 831 Through Express	No. 833 Through Express	No. 835 Through Express	No. 837 Through Express	No. 839 Through Express	No. 841 Through Express	No. 843 Through Express	No. 845 Through Express	No. 847 Through Express	No. 849 Through Express	No. 851 Through Express	No. 853 Through Express	No. 855 Through Express	No. 857 Through Express	No. 859 Through Express	No. 861 Through Express	No. 863 Through Express	No. 865 Through Express	No. 867 Through Express	No. 869 Through Express	No. 871 Through Express	No. 873 Through Express	No. 875 Through Express	No. 877 Through Express	No. 879 Through Express	No. 881 Through Express	No. 883 Through Express	No. 885 Through Express	No. 887 Through Express	No. 889 Through Express	No. 891 Through Express	No. 893 Through Express	No. 895 Through Express	No. 897 Through Express	No. 899 Through Express	No. 901 Through Express	No. 903 Through Express	No. 905 Through Express	No. 907 Through Express	No. 909 Through Express	No. 911 Through Express	No. 913 Through Express	No. 915 Through Express	No. 917 Through Express	No. 919 Through Express	No. 921 Through Express	No. 923 Through Express	No. 925 Through Express	No. 927 Through Express	No. 929 Through Express	No. 931 Through Express	No. 933 Through Express	No. 935 Through Express	No. 937 Through Express	No. 939 Through Express	No. 941 Through Express	No. 943 Through Express	No. 945 Through Express	No. 947 Through Express	No. 949 Through Express	No. 951 Through Express	No. 953 Through Express	No. 955 Through Express	No. 957 Through Express	No. 959 Through Express	No. 961 Through Express	No. 963 Through Express	No. 965 Through Express	No. 967 Through Express	No. 969 Through Express	No. 971 Through Express	No. 973 Through Express	No. 975 Through Express	No. 977 Through Express	No. 979 Through Express	No. 981 Through Express	No. 983 Through Express	No. 985 Through Express	No. 987 Through Express	No. 989 Through Express	No. 991 Through Express	No. 993 Through Express	No. 995 Through Express	No. 997 Through Express	No. 999 Through Express	No. 1001 Through Express	No. 1003 Through Express	No. 1005 Through Express	No. 1007 Through Express	No. 1009 Through Express	No. 1011 Through Express	No. 1013 Through Express	No. 1015 Through Express	No. 1017 Through Express	No. 1019 Through Express	No. 1021 Through Express	No. 1023 Through Express	No. 1025 Through Express	No. 1027 Through Express	No. 1029 Through Express	No. 1031 Through Express	No. 1033 Through Express	No. 1035 Through Express	No. 1037 Through Express	No. 1039 Through Express	No. 1041 Through Express	No. 1043 Through Express	No. 1045 Through Express	No. 1047 Through Express	No. 1049 Through Express	No. 1051 Through Express	No. 1053 Through Express	No. 1055 Through Express	No. 1057 Through Express	No. 1059 Through Express	No. 1061 Through Express	No. 1063 Through Express	No. 1065 Through Express	No. 1067 Through Express	No. 1069 Through Express	No. 1071 Through Express	No. 1073 Through Express	No. 1075 Through Express	No. 1077 Through Express	No. 1079 Through Express	No. 1081 Through Express	No. 1083 Through Express	No. 1085 Through Express	No. 1087 Through Express	No. 1089 Through Express	No. 1091 Through Express	No. 1093 Through Express	No. 1095 Through Express	No. 1097 Through Express	No. 1099 Through Express	No. 1101 Through Express	No. 1103 Through Express	No. 1105 Through Express	No. 1107 Through Express	No. 1109 Through Express	No. 1111 Through Express	No. 1113 Through Express	No. 1115 Through Express	No. 1117 Through Express	No. 1119 Through Express	No. 1121 Through Express	No. 1123 Through Express	No. 1125 Through Express	No. 1127 Through Express	No. 1129 Through Express	No. 1131 Through Express	No. 1133 Through Express	No. 1135 Through Express	No. 1137 Through Express	No. 1139 Through Express	No. 1141 Through Express	No. 1143 Through Express	No. 1145 Through Express	No. 1147 Through Express	No. 1149 Through Express	No. 1151 Through Express	No. 1153 Through Express	No. 1155 Through Express	No. 1157 Through Express	No. 1159 Through Express	No. 1161 Through Express	No. 1163 Through Express	No. 1165 Through Express	No. 1167 Through Express	No. 1169 Through Express	No. 1171 Through Express	No. 1173 Through Express	No. 1175 Through Express	No. 1177 Through Express	No. 1179 Through Express	No. 1181 Through Express	No. 1183 Through Express	No. 1185 Through Express	No. 1187 Through Express	No. 1189 Through Express	No. 1191 Through Express	No. 1193 Through Express	No. 1195 Through Express	No. 1197 Through Express	No. 1199 Through Express	No. 1201 Through Express	No. 1203 Through Express	No. 1205 Through Express	No. 1207 Through Express	No. 1209 Through Express	No. 1211 Through Express	No. 1213 Through Express	No. 1215 Through Express	No. 1217 Through Express	No. 1219 Through Express	No. 1221 Through Express	No. 1223 Through Express	No. 1225 Through Express	No. 1227 Through Express	No. 1229 Through Express	No. 1231 Through Express	No. 1233 Through Express	No. 1235 Through Express	No. 1237 Through Express	No. 1239 Through Express	No. 1241 Through Express	No. 1243 Through Express	No. 1245 Through Express	No. 1247 Through Express	No. 1249 Through Express	No. 1251 Through Express	No. 1253 Through Express	No. 1255 Through Express	No. 1257 Through Express	No. 1259 Through Express	No. 1261 Through Express	No. 1263 Through Express	No. 1265 Through Express	No. 1267 Through Express	No. 1269 Through Express	No. 1271 Through Express	No. 1273 Through Express	No. 1275 Through Express	No. 1277 Through Express	No. 1279 Through Express	No. 1281 Through Express	No. 1283 Through Express	No. 1285 Through Express	No. 1287 Through Express	No. 1289 Through Express	No. 1291 Through Express	No. 1293 Through Express	No. 1295 Through Express	No. 1297 Through Express	No. 1299 Through Express	No. 1301 Through Express	No. 1303 Through Express	No. 1305 Through Express	No. 1307 Through Express	No. 1309 Through Express	No. 1311 Through Express	No. 1313 Through Express	No. 1315 Through Express	No. 1317 Through Express	No. 1319 Through Express	No. 1321 Through Express	No. 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1403 Through Express	No. 1405 Through Express	No. 1407 Through Express	No. 1409 Through Express	No. 1411 Through Express	No. 1413 Through Express	No. 1415 Through Express	No. 1417 Through Express	No. 1419 Through Express	No. 1421 Through Express	No. 1423 Through Express	No. 1425 Through Express	No. 1427 Through Express	No. 1429 Through Express	No. 1431 Through Express	No. 1433 Through Express	No. 1435 Through Express	No. 1437 Through Express	No. 1439 Through Express	No. 1441 Through Express	No. 1443 Through Express	No. 1445 Through Express	No. 1447 Through Express	No. 1449 Through Express	No. 1451 Through Express	No. 1453 Through Express	No. 1455 Through Express	No. 1457 Through Express	No. 1459 Through Express	No. 1461 Through Express	No. 1463 Through Express	No. 1465 Through Express	No. 1467 Through Express	No. 1469 Through Express	No. 1471 Through Express	No. 1473 Through Express	No. 1475 Through Express	No. 1477 Through Express	No. 1479 Through Express	No. 1481 Through Express	No. 1483 Through Express	No. 1485 Through Express	No. 1487 Through Express	No. 1489 Through Express	No. 1491 Through Express	No. 1493 Through Express	No. 1495 Through Express	No. 1497 Through Express	No. 1499 Through Express	No. 1501 Through Express	No. 1503 Through Express	No. 1505 Through Express	No. 1507 Through Express	No. 1509 Through Express	No. 1511 Through Express	No. 1513 Through Express	No. 1515 Through Express	No. 1517 Through Express	No. 1519 Through Express	No. 1521 Through Express	No. 152
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THE GREATEST "CATCHING" ADVERTISING MEDIUM.

Do you want every CHINESE to know your NAME? If so, ADVERTISE IN OUR CHINESE ALMANAC. WHY should YOU ADVERTISE in OUR CHINESE ALMANAC?

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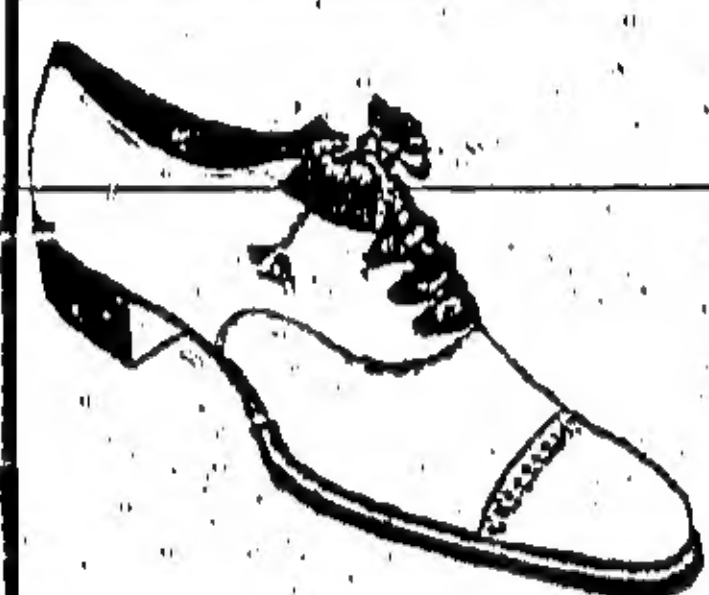
1. All classes of CHINESE PEOPLE in CHINA and abroad MUST KEEP a copy of IT.
2. IT IS THE BOOK of CONSTANT REFERENCE of the CHINESE.
3. EVERY CHINESE consults IT AT LEAST once a day for LUCKY THINGS in their daily ACTIONS and EVENTS.
4. IT IS THE CHEAPEST of ADVERTISING in the LONG RUN.
5. OUR ALMANAC is an UNPRECEDENTED PUBLICATION of the ORIENT being an improvement upon all other editions in PRINTING, and in ARRANGEMENT of SUBJECT MATTERS.
6. THE ALMANAC ALWAYS occupies the MOST PROMINENT PLACE of a shop, office and house.
7. ITS CIRCULATION is ALL OVER CHINA and other foreign countries where there are CHINESE.
8. Therefore YOUR ADVERTISEMENT will be NOTICED EVERY DAY EVERYWHERE and by EVERY CHINESE.

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50 - Tan Shoes for

\$9.50

PER PAIR

We are offering, FOR ONE WEEK ONLY, the whole of our stock of Tan Glace Kid Shoes at this exceptional price. They are English made of the finest materials, light in weight and easy fitting. An Ideal Summer Shoe.

ALL SIZES IN STOCK

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FRENCH PERFUMERY

Toilet Soaps. Perfumes.

Rice Powder. Tooth Paste.

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109.

It was indeed a happy hap
when we hap to hit on the

"HAPPY HIT"

for this cigarette is recognised as the
"IT" of discriminating smokers, and it
certainly hit the mark wherever

BURLEY'S HAPPY HIT

is smoked to-day.

Ask for a tin and try it.

IT'S TOASTED

An entirely new principle in Cigarette Manufacture.

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HEALTH V. SICKNESS.

By taking our "BOOSTER BRAND" MACARONI PASTE STARS, EGG NOODLES, VERMICELLI, or other kinds of Soup-stuffs REGULARLY you escape SICKNESS, as all our Products, being manufactured from Flour of the Best Quality and under the most Sanitary Method, can be EASILY DIGESTED and give you GOOD HEALTH and STRENGTH.

Large quantities have been exported to various parts in the World. Your esteemed Orders will receive our prompt and careful attention. Terms moderate, especially for Agencies.



THE HING WAH PASTE MFG. CO., LTD.

HEAD OFFICE—Hongkong, Nos. 47 & 49, Connaught Road Central, Tel. No. 2230.
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FACTORIES—Hongkong, Wing Hing Street, Causeway Bay; and Shanghai, No. 71, North Soochow Road.

OUR CHANCE IN CHINA. THE GREAT AWAKENING.

[BY A CORRESPONDENT OF THE "DAILY TELEGRAPH."]

As many distinguished British residents in China are now in this country, including Sir John Jordan, our late Minister at Peking, and Dr. Christie of Mukden, the opportunity may be utilized to set forth, on authority, exactly what is the present state of trade, and what are the openings for trade in the Far East. Every distinguished, and experienced British resident in China who returns to this country laments the apathy of the British people with respect to events and commercial possibilities in the Far East. Without exception, they contend that, unless there is a very pronounced awakening on the subject, this country will lose exceptional advantages which may never recur.

The Great War both benefited and prejudiced national Chinese development. It brought all internal commercial expansion very largely to a standstill, but, on the other hand, it created openings for trade of an unexampled nature. It is true that railway construction came to a dead stop, with the result that China even now has only about 7,000 miles of railway in a vast continent, though this form of enterprise is firmly established in popularity and is one of the most remunerative which exists.

On the other hand, British shipping, while experiencing drawbacks in regard to the commandeering of vessels, has absolutely maintained its hold on all Chinese coastal and river-borne trade. Although on the Yangtze there is a working agreement between the Japanese and Butterfield and Swire's British enterprise is practically unfettered, and there is really no chance now of its being dislodged. The Chinese also during the war grew to appreciate both the value of the export of raw materials and the great possibilities which exist in the working of their unlimited mineral resources. Perhaps as a result of this impetus, the Chinese have definitely evolved their commercial policy for the future. The age of concessions is gone to join the now abandoned spheres of influence, and in its place the new movement which has come to the front works for the point-to-point operation of Chinese and foreign capital. This co-operation is almost universally successful, and two more striking proofs of it could hardly be obtained than are now provided by the Sino-British interworking in connection with the Kaiping collieries and in the operations of the Peking Syndicate. The tendency is, too, very noticeable in the sphere of banking. Nearly every country has already established in conjunction with Chinese enterprise different banking ventures; we alone have not done so up to the present, though, on the other hand, we possess, which the other do not, powerful and influential banks of purely British origin.

It will be this co-operation which will be looked for in all future railway developments. Years ago the terms conceded in respect of the construction of the Tientsin-Pukow Railway, both by ourselves and by the Germans, who were interested in part of the line, were thought to be weak, but the enterprise has been a great success, and there is no criticism now of the policy then introduced. The lines of the future are never likely to be, on any better terms, nor is there any special reason why they should be. The new railways will never be held as a guarantee by the foreign investor; he will have to take the credit of the Chinese Government in place of it, and no one in the Far East expects that he will ever have reason to regret it. Meantime, China is waiting anxiously for the foreigners who hold railway concessions to develop them. In one or two provinces, such as Tai-yuen-fu, local railway development is prejudiced by the existence of these foreign concessions, which are not worked, and yet hamper Chinese enterprise, since it might be contended that this was competitive.

China is, however, so large that there is ample room for unlimited railway extension, provided the necessary money is obtainable, though this is not immediately forthcoming owing to various reasons, one of which is the difficulty experienced by the Consortium in arranging financial advances. Much of this difficulty, it is believed, is due to the fact that Japanese conditions with respect to Manchuria have to be taken into consideration. Perhaps the extension which is most urgently needed is the completion of the 900 untouched miles of the line between Canton and Hankow. This passes through very difficult country and will cost a considerable amount, which most foreign residents think that the United States should provide, in view of their long connection with the undertaking. It is indeed vital to the tranquility of the country that the through line from Peking to Canton should be finished. There are many who think that had it been in existence during the war we never should have had the present trouble between North and South, since ease and rapidity of communication would have brought the two very closely together. Generally speaking, the Chinese have accepted the Chinese point of view with regard to future railway construction, but there are abstentions among the Powers. The Japanese certainly have other views, while the French apparently still cling to the strategic value of their line to Yunnan, though in time, perhaps, they may come to realize that it is in the interest of all Western nations to recognize the contentment of the Chinese Government, that the Chinese lines should be Chinese. It may be added that with the completion of the Hankow-Canton Railway, the Kowloon Railway which we built should be very materially benefited.

TWO ECONOMIC PROBLEMS.
The vast trade boom in China is only but slightly appreciated in this country. The Treaty Ports are always likely to retain the commanding influence, but a new tendency in decentralization is beginning to be noticed, namely, the despatch

under transit passes of goods in bulk to Chinese agents far away in the interior of the country, where they are handled and whence they are distributed. Here again there comes into existence, the question—the interminable question—of liking or inland dues. Both foreign and Chinese opinion is opposed to these dues, they are costly to collect, they are a fertile source of trouble, and they are undoubtedly hampering to free commercial intercourse. It would be perfectly easy for the existing International Customs to collect the dues at the port of arrival of the goods and add them on to the Customs charges. The great difficulty in the way is the fact that they form a considerable part of provincial revenue, and the provinces are not likely—and with a good deal of reason—to agree to their complete abandonment unless they have some guarantee of compensation. With the acceptance of this principle of port collection would come the task of making the alterations to the different provinces, and no one is provided at present with any sort of working scheme. Perhaps none will be forthcoming until the Central Government is able to re-establish its authority and evolve some basis ensuring a percentage return of these dues which the various provinces will accept. Still, the Central Chinese Government stands by the Mackay Treaty and is ready, should occasion offer, to give effect to it.

The problem of currency is also being taken in hand. Within the last two or three years purely British Chambers of Commerce have come into existence in all the chief cities in China. They are powerful, well-informed, businesslike, energetic bodies, and the British Diplomatic Corps is known to hold a very high opinion indeed of them. Their meeting last autumn at Shanghai was a striking tribute to their efficiency, and the principles they adopted in resolutions have been accepted both by the British authorities and by the Chinese Government. One of them dealt with the currency question, and as a result the Chinese Government is now moving, slowly as it is wont, to the establishment of a standardised silver dollar, whose value, it is true, will be affected by the rate of exchange, but which will at any rate supersede the hopeless confusion which at present exists. Everybody agrees as to the volume of silver, which has been poured into China and is largely being hoarded by the people, since it must be confessed that the lack of confidence in all forms of authority is productive of treasure being buried all over the country instead of being placed in the banks. Perhaps this explains why all appeals to the Chinese on behalf of essentially popular internal loans have not hitherto met with any response, but there are those who think that this attitude of mind will pass away. In any case, attempts are still being made to appeal to the Chinese investor.

Undoubtedly China is prosperous. The people are better paid, better fed, and better housed. There is a greater purchasing power, and there is a noticeable amount of contentment. Under these circumstances, it may be asked what is the explanation of what one may call persistent Governmental unrest. It is practically due solely to militarism, which consumes vast sums of money to maintain indifferently-trained armies of retainers for the glory and support of provincial governors. There is more than a suspicion that this money is largely contributed from Japanese sources, since Japan does not wish to see a united or powerful China which might menace the fulfilment of her own territorial ambitions. No doubt, too, there is a certain rivalry of aim between the peoples of the North and South in such a big continent, but while these differences do exist, and do affect trade to some extent, they have not been able to prevent the most striking commercial development which is recorded on all hands. Trade and commerce go on just the same as ever, and though no one would be so foolish as to contend that they might not be much better than they are, with universal peace and tranquillity, every British resident bears tribute to the fact that over in this country we form an utterly wrong impression of what is really happening in China.

SIGNS OF PROGRESS.

Take, for instance, the best sources of guidance in the matter. The customs which are managed as efficiently as ever yield over-increasing surpluses. The salt tax, which also owes its inception to British management, and its success to British administration, is now one of the main supports of the Peking administration. It is true it has one drawback—it has somewhat raised the price to the people, though this is principally due to the action of the provincial authorities, since by this means to make revenue since they have been somewhat penalised by the centralised administration of the tax. In the third place, the Chinese are quietly but efficiently taking in hand the question of River Conservancy, primarily in the province of Chihli, again under an Anglo-Indian administrator of high experience. Sums are being allocated to the work, which has as one of its chief supporters an ex-Chinese Minister of keenness and great intelligence, and there is every likelihood that the ultimate results will be not only of value to the province, but will be the means of extending the work to other parts of China. This conservancy work is, of course, quite distinct from less ambitious but equally useful work being carried on at the ports of Chefoo and Newchwang, and on the Yangtze. The postal service in China, which French supervision has made a magnificent success, is now paying its way, and even making a profit—in curious distinction to our own, where we cannot make both ends meet. Its operations extend all over the country, and are exceedingly efficient. It might, however, be mentioned that the Chinese Government is approaching wireless telegraphy with rather mixed feelings, since it does not regard with any satisfaction the tendency of certain Powers, notably Japan, to erect their own wireless stations on Chinese territory.

(Continued on page 3.)

THORNYCROFT

JOHN I. THORNYCROFT & Co., LIMITED,

SHIPBUILDERS AND ENGINEERS,

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MARINE MOTORS AND MOTOR BOATS.

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THORNYCROFT OIL FUEL SYSTEM.

Commercial, High-speed and Pleasure Craft.

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Promptitude in Execution of Order

PAPER

Quickest Delivery from Large Stock on hand.

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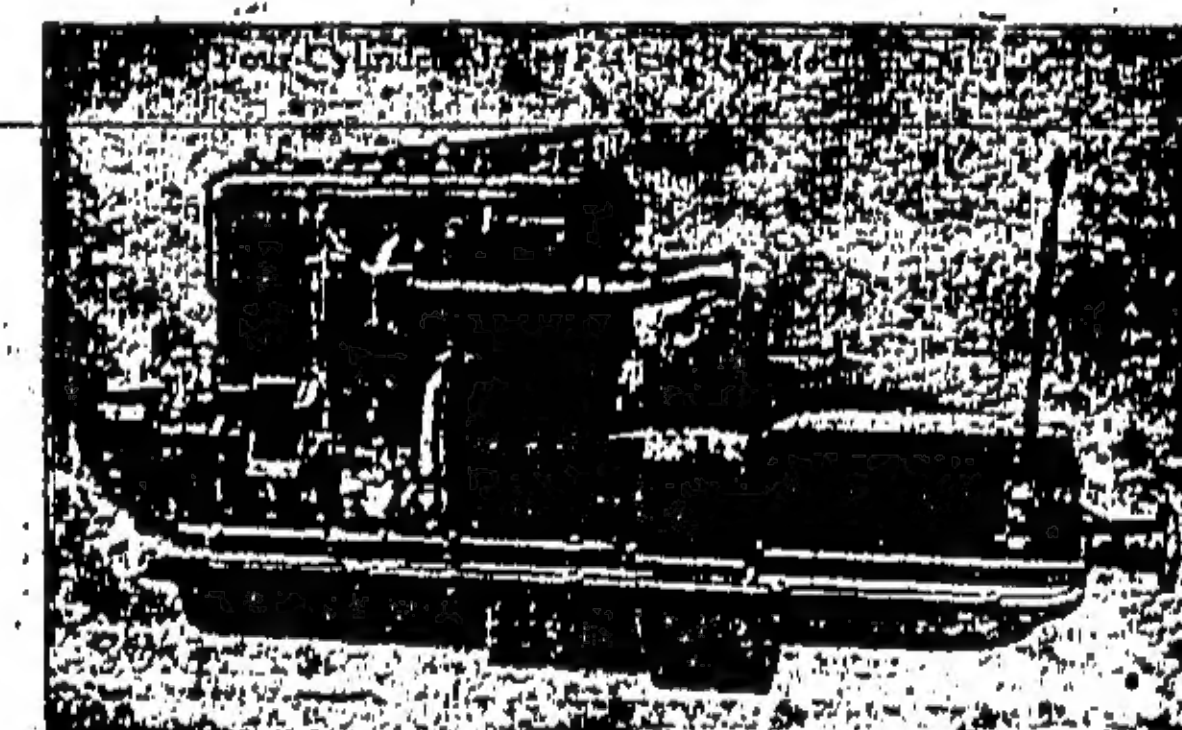
THE FUJI TRADING CO., LTD.

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MILLER ENGINES



In stock 4, 6, 10 & 20 H.P. Marine Motors.

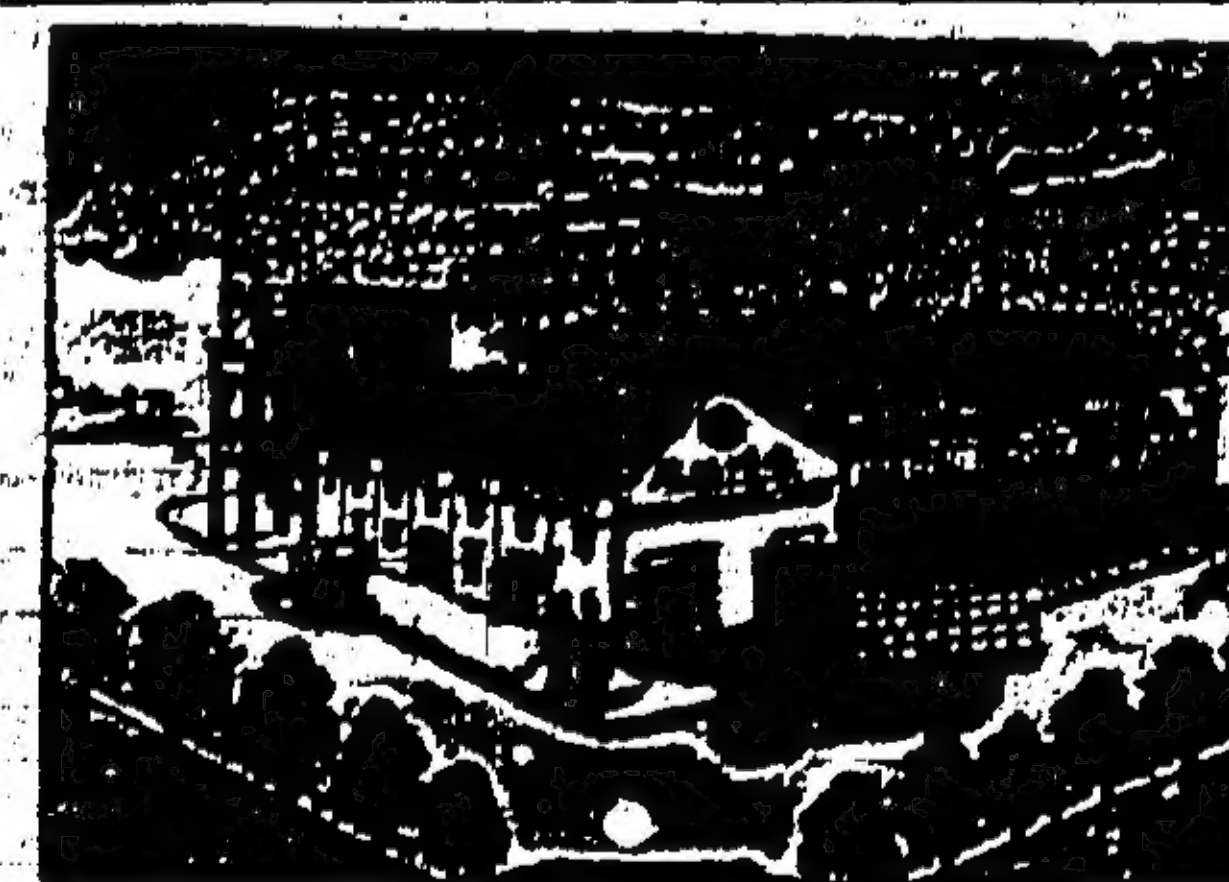
Manufacturers' Representatives

UNION ENGINEERING CO.

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IMPORTANT NOTICE.

It is Manufacture the most Important Point is Improvement, and in Dietetics Cleanliness.

Science always insists on these Maxims.

Groundnut or Peanut Oil can be used as a substitute for Olive Oil, Butter or Lard, but when Slightly Dirty is injurious to health.

In China, by the Ordinary Methods of Extraction, Dirt and Dust are not guarded against. Our Method shows a great advance. By the use of New Machinery and New Methods Scrupulous Cleanliness is Assured.

Our Machinery during the Process Filters the Oil while our Factory is Free from Dust. Our Oil is Clear, Sweet and Fragrant, and Compares most favourably with other Oils used for Culinary purposes; there is no residue.

Prices are moderate so as to induce new business.

Analysis is always given before Shipment to Foreign Countries.

Foreign Correspondence wanted. Capacity per day 20 tons.

NAM CHAU OIL FACTORY.

Office—No. 227, Queen's Road Central, HONGKONG, Tel. 1202.

Factory—No. 22, Kwai Tin Street, SAMSHUIPO.

The Sole Proprietorship of this concern belongs entirely to a Chinese Citizen.

98

NOTICES TO CONSIGNEES.

INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship
"CHAKSANG"
having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 5th July, will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., General Managers, Hongkong, June 28th, 1920. (1123)

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship
"FOOKSANG"
having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the Wharves, delivery may be obtained.

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INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LTD.

AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"DEMODOCUS"
are hereby notified that the Cargo will be discharged into the Godowns, where it will be at Consignee's risk. The Cargo will be ready for delivery from Godown on and after June 28th.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesday and Friday between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after July 3rd, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before July 17th, or they will not be recognized.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE, Agents, Hongkong, June 27th, 1920. (1121)

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LTD.

AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"THESUS"
are hereby notified that the Cargo will be discharged into the Godowns, where it will be at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 28th June.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesday and Friday between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 2nd July will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 5th July, or they will not be recognized.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE, Agents, Hongkong, June 27th, 1920. (1122)

WE HAVE

Great Varieties of used and unused

POSTAGE STAMPS

Single, Sets, Packets, Bags, and

On Approval Books

FOR COLLECTIONS.

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Dealers in Postage Stamps, Post Cards, Books, Toys, etc., etc.

No. 10, WYNDHAM STREET, HONGKONG.

P.O. Box 520. (1120)

OUR CHANCE IN CHINA.

(Continued from page 2.)

These are instances of official progressive Government machinery, but the lessons are equally striking from private enterprise. There is a great boom in cotton-mill erection, and if the necessary machinery could have been obtained it would have been far greater. There are on every hand signs that the British trader is profiting by the lessons taught him by the Germans, who have all now been ejected from the British concessions, and whose private property has been sold. In fact, most of it is in British hands, and British manufacturers are now learning, for instance, to handle on the spot seed products which largely gave the Germans prior to the war their virtual monopoly of oils. Export of food commodities is obtaining large proportions. One firm alone exports a million eggs a day, mostly to this country; meat is handled on a very large scale, though the Chinese have a reluctance to sacrificing the cow, partly from sentimental reasons, and partly because it is one of the implements of industry. Indeed, the export of foodstuffs has in no case produced any appreciable extent of increases in local prices to the Chinese themselves, since the output is so enormous. Alone of the Far Eastern nations the shortage of rice problem, which is producing demoralizing effects in some of our own Colonies east of Siam, is not troubling the Chinese in the least.

ACTIVITIES OF FOREIGN STATES.
What, then, are the openings? The main opening is the opening of China herself. The elimination of the German, coupled with the realization of the purchasing power of such a vast people, has brought, or is bringing, all the trading nations of the world into the field. The United States are making a special effort, not merely in commerce, but in every branch of life which may improve their relations with Chinese opinion. The Boxer indemnity, which America long since declined to take, is now employed for educational purposes in China, mostly in American habits of thought and business; the Rockefeller Medical Foundation has now commenced operations in Peking on a vast scale; while no object which may inspire mutual sympathy is ever ignored. Literally, millions are being poured into the country.

The Japanese, though faced with a bitter boycott of their goods owing to popular resentment over their Shantung policy, are none the less building factories and acquiring a foothold wherever they can do so, as a result of concessions based on financial assistance or Governmental pressure. They adopt an entirely different policy from all other nations, since they are consolidating their position, not merely in commerce but in every way which may be of use to them. They are, in fact, using the day as they think the Cargo will be discharged into the Godowns, where it will be at Consignee's risk. The Cargo will be ready for delivery from Godown on and after June 28th.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesday and Friday between the hours of 10.45 a.m. and noon within the free storage period.

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No. 10, WYNDHAM STREET, HONGKONG.

P.O. Box 520. (1120)

PROGRESS IN THE INTERIOR.

CHINESE MILL-OWNER'S PUBLIC SPIRIT.

An interesting speech, descriptive of the erection of the Yu-Kong Cotton Mill, Chongchow, Honan, was made by Mr. H. Y. Moh, managing director, on the occasion of the formal opening of the mill on June 13th.

In part, he said:—
"We completed the purchase of the land about the end of March, 1919, and the constructional work began on April 30th. Of the same year. On May 24th, of this year, smoke issuing from the chimney which is 200 ft. high, told the people of this locality that this little industrial plant had begun work. It took us only one year to have this mill put up in working condition. To organize a cotton mill, in so short a space of time in an open part is not remarkable, but in the interior, where communications are not so good as they ought to be, it is worthy of note. The chief factor in speeding up the completion of the mill was the invaluable and timely services rendered to us by the Lung-Hai and King-Han Railway Companies.

SITE AND CAPACITY.
The mill stands on 88 mow of land and the mill building, at present, cost us 11,250,000 and the capacity of our power plant and of picker room is large enough for 50,000 spindles and 1,200 looms; 500 K. W. power plant of American machinery and 10,000 spindles, also of American make, are running now. 30,000 spindles and 200 looms are due this month and still another 20,000 spindles are expected to come at the end of this year.

Owing to its distance from the Yellow River, about 40 ft. water is scarce. The population of the city is approximately 50,000 and all depend upon native well for water. So to get enough water to feed the power plant of this capacity, ranging from 150-200 gallons per minute, necessitated the digging of seven artesian wells, of from 250 to 300 ft. deep.

TRAINING THE HANDS.
"Anticipating the lack of skilled mill hands here, I employed, about 10 months ago, 18 female teachers and 6 clerks and sent to my mill in Shanghai and trained them, with the hope that they might be able to train labourers in future. This scheme gave us good results: they are training up 'green' hands very well, though for the sake of making an early start, I have had to get some skillful labourers from Shanghai.

The management of the mill, intends in the very near future, to dig a number of artesian wells in this city to supply clear and pure water for free use of the inhabitants; to erect a reading room equipped with selected books, daily papers and magazines for general use; to establish Y.M.C.A. classes of nature adapted to the locality and to build vocational schools for poor children, who will be trained as carpenters, masons, mechanics, etc. They have taken leave of a large piece of land on which a temporary building has already been erected for Y.M.C.A. purposes and two teachers for the proposed vocational school have been selected and sent to Shanghai for special training along these lines. As a matter of fact the management of this firm will always be ready to co-operate with people here in doing work which will readily benefit the public.

which are coming into existence in China—sometimes in pre-war German buildings—are proof of this, in their membership of Americans, British, and Chinese. Our action in helping the suppression of the opium trade was appreciated, and it was fortunate we took the line we did before the war, since, as it was, the Germans used our connection with the trade as part of their anti-British propaganda in China during the struggle. We must, however, take in hand the question of the export of morphine and similar products.

They are invading China on a large and grave scale, though it is very difficult to say how the importation is effected, while there are also evidences that opium smuggling is carried on very extensively. The Chinese feel strongly on this point, more especially the younger men, who never tolerate opium, and although in one or two provinces, somewhat as a result of the untold conditions, cultivation of the poppy has been renewed, it is merely a passing phase, and will soon again disappear.

OUR CONSULAR SERVICE.

In conclusion, it is satisfactory to learn that whatever it once may have been, the present British Consular service in China is both keen and efficient. What can be learned they learn, and the British industrialists may be certain that he is kept in touch with the latest and best source of information. Everyone apparently holds the view in China that while the British manufacturer, and possibly the British Labour man, may profit by a visit to the Far East, there is far less utility in the spasmodic visits of travelling Commissioners from this country, who can never hope to obtain a real grasp of China's needs and requirements. But all the Consuls in the world can do no good without the ready response of the producer at home to meet the demands which are pointed out to him. Does he make it as readily and as enthusiastically as he ought? It may be that he suffers from the lack of an Anglo-Chinese Chamber of Commerce in London or in the country, a body which would keep him in touch with events as they are to-day, and not as they were ten to twenty years ago. That, in the opinion of every expert, is the source of our finding weakness at the present time. Few of us know the China of to-day. We are all of us basing our views on China of the years ago. Once upon a time it was common for the home manufacturer to abuse the Consular service, to suggest that it was not up to date, and to urge it to apply itself to present-day commercial methods. It is distinctly quaint, so far as China is concerned, to find the position reversed, to discover the Consul preaching increased energy, increased knowledge, increased keenness on the part of the home manufacturer. The manufacturer of a few years ago woke up the Consul. Will the Consul of to-day wake up the manufacturer? Anyway, he is going to try.

(Continued at foot of next column.)

SPORTS.

LAWN BOWLS.

On Saturday last the Taikoo Club met the Civil Service Club in their first League match on the former's ground.

The Taikoo Club were up on all three rinks winning by the substantial majority of 22 points.

The scores were:—

TAIKOO.	CIVIL SERVICE.
Muirhead	Blake
McLachlan	Tanquay
Drummond	Bacon
Grushaw (skip) 27	Allan (skip) 8
Weir	Pathjohn
Sloan	Tacchi
Perry	Foulds
Hamilton (skip) 21	Fincher (skip) 13
O'Brien	Lamble
Young	Sara
Morrison	Stanley
McLachlan (skip) 23	Seecombe (skip) 11

Total.....28 Total.....34

On Saturday next the Civil Service play the Police and Kowloon the Kowloon Cricket Club, both games on the green of the first named Club.

COMPANY REPORT.

MOUTRIE & CO.

The annual general meeting of the shareholders in Messrs. Moutrie & Co., Ltd. was held at Shanghai last week Mr. E. C. Pearce presiding. The net profits for the twelve months' working ending March 31st, last showed a credit at profit and loss account of \$21,366.34, which added to the amount of \$15,767.32 carried forward from the previous twelve months' working, gave a divisible balance, after due provision for depreciation, of \$77,353.85, which the directors recommended for distribution as follows:—

Dividend of 10 per cent	\$20,846.00
Bonus of \$1 per share	6,168.00
Bonus to foreign staff	4,451.82
Building reserve	18,000.00
Reserve account	5,000.00
Carry forward to new account	13,894.84

\$77,353.85

TWO ANAHS AT LOGGERHEADS.

FLIRTING WITH THE COOK.

A Chinese anah, employed at 135, the Peak, was charged with stealing jewellery to the value of \$131.80 from another anah, also employed in the same house.

Inspector Pardon stated that on June 25th, the complainant left her purse and some other things in the room, which was occupied by defendant and herself, and went for a walk. On her return she found the things missing and questioned defendant, who said she knew nothing about them. When she was searched, however, the purse was found in her girdle. She complained to her mistress who asked her to hush the matter up as it would be too much trouble to go to Court, and she promised to dismiss defendant. This was done a few days later defendant complained to the Police that that she had been robbed. Investigations followed and the charges of theft were then made against defendant.

After the cook and a gardener had given evidence, defendant said that all three had conspired to rob her of her good character. Complainant fired with the cook and was his sweetheart. He had threatened to kill her and as a result the mistress locked her up in a room.

Mr. Hutchison remarked that to his mind it was a fairly squable and discharged defendant.

FAMILY HEIRLOOM.

DAGGER FOR SLAUGHTERING PIGS.

A dagger, which had been used for slaughtering pigs in Canada, was left by a Chinaman, a farmer, as an heirloom for his family. Why a dagger should have been regarded as a treasure passes comprehension, except perhaps that it was the lower by which the deceased made his fortune. The nephew brought it to Hongkong on his way to Sunning, where it was to be reverently placed among the other relics of his ancestor. The law, however, intervened, for carrying daggers in the Colony, or importing them as an offence, owing to the numerous armed robberies which have taken place. When charged at the Magistracy, yesterday, with the unlawful possession of a dagger, defendant told the heirloom story to the Magistrate, but the dagger was confiscated.

BROTHER'S JEALOUSY.

PROPERTY BURNED, MAN ARRESTED.

On June 22nd, following a dispute over land between two brothers, one of them wounded his mother with a chopper and then set fire to two houses, a shed, and wounded a bull and a pig. He then absconded and was not arrested till Tuesday. He was charged at the Magistracy, yesterday, with setting fire to the houses and with wounding his mother. The case was remanded.

The first prize in the Calcutta sweep on the Derby was £70,000 (not £10,000) as inadvertently printed yesterday.

LANE, CRAWFORD

& COMPANY

ARE HOLDING A

Special Midsummer

SALE

OF

DAY and EVENING

DRESSES

FOR 3 DAYS ONLY

Friday, Saturday & Monday,

July 2nd, 3rd and 5th.

ALSO

CHILDREN'S FROCKS & DRESSES.

15

JUST RECEIVED

FROM

DOBBIE McINNES, LTD.

A LARGE CONSIGNMENT OF

COMPASSES

SOUNDING MACHINES, CHRONOMETERS, CLOCKS, ANEROIDS, SEXTANTS, TELESCOPES, TELEGRAPHS, ETC.

ENGINE INDICATORS & SPARES.

SOLE AGENTS,

LANE, CRAWFORD & CO.,

HONGKONG. (1460)

COLUMBIA RECORDS

A2393	VENETIAN MOON	FOX TROT	KENTUCKY SERENADERS
	BOLA-BO		LEWIS JAZZ BAND
A2011	INDIANOLA	ONE STEP	SWEATMAN'S ORIG. JAZZ BAND
A2877	OH! YOU LA! LA!	ONE STEP	PRINCE'S BAND
A2877	BLAME IT ON THE BLUES	FOX TROT	"
A5894	THERE'S A SPARK OF LOVE	ONE STEP	"
	BLAZE AWAY	TWO STEP	"
	COLLEGE LIFE	"	"

The Anderson Music Co., Ltd.,

16, Des Voeux Road.

Tel. 1322.

117

Powell Ltd.

TELEPHONE 346

—10—

GENTLEMEN'S COMPLETE

OUTFITTERS.

THE HOUSE FOR THE BEST

SELECTION OF

SUN HELMETS

SMART AND USEFUL SHAPES,

SUPERIOR IN QUALITY AND FINISH.

18

NEW ADVERTISEMENTS

NOTICE.
THE interest and responsibility of Mr. HERBERT JOHNSON GEDGE in our Firm ceased on the 30th June, 1920.
JOHNSON, STOKES & MASTER.
Princes Building, Hongkong.

NOTICE.
MR. DANIEL JOHN LEWIS has been admitted a Partner in our Firm as from the 1st July, 1920. The name of the Firm will remain as before.
JOHNSON, STOKES & MASTER.
Princes Building, Hongkong.
Hongkong, July 1st, 1920. [1182]

NOTICE.
THE interest and responsibility of Mr. HERBERT WILLIAM LOOKER in our Firm ceased on the 30th June, 1920.
DEACON, LOOKER, DEACON & HANSTON.
Hongkong, July 1st, 1920. [1183]

NOTICE.
WE have admitted Mr. WILLIAM EDWARD LEONARD SEENTON a Partner in our Firm as from today.
DEACON, LOOKER, DEACON & HANSTON.
Hongkong, July 1st, 1920. [1184]

NOTICE.
I have this Day REMOVED my Office to No. 17, QUEEN'S ROAD CENTRAL, 2nd Floor, Hongkong.
G. R. HAYWOOD.
Dated the 30th day of June, 1920. [1185]

NOTICE.
THE interest of Mr. EDWARD MAURICE RAYMOND as a Partner in our Firm ceased by effluxion of time on the 30th June, 1920.
BENJAMIN & POTTS.
11, Queen's Road Central, Hongkong.
Hongkong, July 2nd, 1920. [1186]

NOTICE.
I have this Day established myself as a SHARE AND GENERAL BROKER at No. 10, Lee House Street.
EDWARD M. RAYMOND.
Hongkong, July 2nd, 1920. [1187]

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.
6% FIRST MORTGAGE DEBENTURES (KAILAN BONDS).

PAYMENT of the HALF-YEARLY INTEREST due on July 1st, 1920, will be made on presentation of Coupon No. 16 at any of the undermentioned Banks, viz.:

HONGKONG AND SHANGHAI BANKING CORPORATION.
CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
HONGKONG-AMERICA BANK.
BANQUE DE L'INDO-CHINE.

YOKOHAMA SPECIE BANK, LTD.
BANQUE D'OCCEAN, POUL L'ETRENGER.

The interest, less Income Tax at 6% in the 4, will be:

On £50 DEBENTURES: s. d.
Per Coupon (Gross) 12 0
Less Tax at 6% in the 4 3 7 1/2

Net amount payable 8 4 3/4

On £100 DEBENTURES: s. d.
Per Coupon (Gross) 24 0 0
Less Tax at 6% in the 4 7 10

Net amount payable 22 10 0

Payment will be made in Cash at the Demand. Buying rate of exchange of the day the Coupon is presented.

By Order,
THE KAILAN MINING ADMINISTRATION,
P. C. YOUNG,
Acting General Manager. [1140]

NOTICE TO CONSIGNEES.
THE EASTERN & AUSTRALIAN S.S. COMPANY'S
"S. ALBANS"

Arrived Hongkong on June 30th, 1920.
From AUSTRALIA & MANILA.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed at a wharf near the Consignees and Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to sale.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and TUESDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godown.
MACKINNON, MACKENZIE & CO., Agents.
Hongkong June 30th, 1920. [1141]

NEW ADVERTISEMENTS

NOTICE.
THE TOYO KISEN KAISHA have pleasure in announcing that a substitute steamer has been assigned to replace the "KIYO MARU" which met with an accident in Yokohama a few weeks ago in the name of the "KAIHO MARU" a cargo vessel of 8,400 tons deadweight capacity and 10,000 tons space. There are no passenger accommodations on this steamer.

The "KAIHO MARU" will arrive Hongkong July 13th and after discharge of her cargo will begin loading (date to be announced later) and expect to despatch her from Hongkong July 20th via Nagasaki, Kobe and Yokohama thence direct to San Francisco, omitting Honolulu and Hilo. From San Francisco she will omit Los Angeles and Salsina Cruz and proceed to usual ports of call.

Further Particulars may be obtained by applying to the undersigned.
Y. TSUTSUMI,
Manager,
TOYO KISEN KAISHA,
King's Building,
Hongkong, July 1st, 1920. [1188]

TO LET OR FOR SALE.
GLENSHIEL No. 141, The Peak, near Barker Road Train Station.
Apply to—
LINSTEAD & DAVIS,
Alexandra Buildings, [1189]

UNION INSURANCE SOCIETY OF CANTON LIMITED.

THE CERTIFICATE No. 1571 for one silver share No. 45 now converted into 5 gold shares in this Society standing in the name of Messrs. D. W. BELL & Co. of London, has been LOST, and if at the expiration of one month from the date hereof the above document be not forthcoming the said certificate will be deemed cancelled and of no effect and a certificate for the 5 gold shares will be issued in its stead by the Society.

PAUL LAUDER,
for General Manager,
Hongkong, June 10th, 1920. 1060

WANTED.
A Passenger SCREW STEAMER to average 400 to 500 tons, speed 14/15 knots, to draw not more than 8 feet, as much beam as possible. At Lloyd's, delivery Manila or Iloilo, drawings and price to be submitted to—
HOSKYN & CO.,
Raffles Place, [1117]

WANTED.
EUROPEAN ASSISTANT MANAGER for Export Department with Old Established British firm. Experience in South China Exports Essential. One with knowledge of French given preference. Good salary to right man. Give references and wages required.

Box No. 1119,
Care of "Daily Press" Office. [1119]

TO LET.
CORRUGATED IRON GODOWN, at Yau-mai.

THE HONGKONG LAND RECLAMATION CO., LTD. [1040]

TO LET.
A SHOP in Nathan Road, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings, [66]

FOR SALE.
NEW and COMPLETE PLANT including Willey Table for crushing and concentrating Ore. Just arrived.

For particulars apply—
CARVALHO & COMPANY,
Machinery Department. [604]

FOR SALE.
ONE Trak Composite-built STEAM LAUNCH, in excellent condition 70 ft. x 13 ft. x 8 ft. (sheathed). Compound surface condensing engines—10" x 20" x 12" stroke. Multitubular boiler 7 diameter x 8 long. W.P. 125 lbs. Speed about 11 knots. Recently thoroughly overhauled and surveyed.

Apply—
Box 1103,
Care of "Daily Press" Office. [1103]

SEAMEN'S INSTITUTE
21, PRAYA EAST, HONGKONG.

FOR the use of all Men of the Mercantile Marine and H.M. Navy.

Reading and Writing Rooms, Billiard Room, Officers' Room, C.P.O.'s Room, Restaurant, Concert Hall, Church.

Private Cabin and beds in Dormitories. Motor Launch "Day Spring."

Also
3 Oliver Typewriters (brand new).
Tea and Coffee on Delivery. [78]

PREPAID "WANTED" ADVERTISEMENTS.

ON and after this date advertisements of the "Wanted" variety will be inserted under a special heading in the "HONGKONG DAILY PRESS" at a charge of

\$1.00 FOR THREE INSERTIONS if they do not exceed 25 words in number and are PREPAID.

An additional charge of 50 cents will be made if the instructions for insertion are not accompanied by cash.

Those who prefer their advertisements to the description to be displayed in one inch space, as hitherto, must give instructions accordingly and will be charged at the old rate.

TO LET. Part of Ground Floor of St. George's Building with two large show windows facing Lee House Street. Apply—
SHEWAN, TOMES & CO. [19]

WANTED To Rent or to Purchase—HOUSE or FLAT—Furnished or Unfurnished, on the Peak. Write to Box O. "Daily Press" Office. [20]

LADY WISHES TO SELL entire contents of well-furnished 5-roomed HOUSE, including Victoria Silver, Blackwood Furniture, and Cut Glass (all nearly new). No dealers. Apply Box P. "Daily Press" Office. [22]

INTIMATIONS

NOTICE.
WE have this Day appointed MESSRS. FRANCIS BEVINGTON, KEN- NETH SINCLAIR MORRISON and SYDNEY BARKER, Directors of our Company in Hongkong and China.

BRADLEY & COMPANY, LTD.
Hongkong, June 23rd, 1920. [1125]

NOTICE OF REMOVAL.
WE have this Day REMOVED our Business premises to No. 20, STANLEY STREET.

ABDOULLAH EBRAHIM & CO.
Hongkong, June 23rd, 1920. [1118]

GULA-KALUMPONG RUBBER ESTATES, LIMITED.

NOTICE.
NOTICE IS HEREBY GIVEN that the Local Share Register will be CLOSED from 1st to 3rd July, both days inclusive, to ascertain what Registered Shareholders are entitled to an offer of Shares of the New Lease.

By Order,
LOWE, BINGHAM & MATTHEWS,
Colonial Registrar.
Hongkong, June 23rd, 1920. [1102]

NATIONAL LOAN OF THE THIRD YEAR OF THE REPUBLIC (1914).

SUBSCRIBERS to the above LOAN are hereby notified that Redemption of the Bonds drawn at Peking on the 3rd June, 1920, will begin on the 30th June, 1920.

Payment in cash or its equivalent will be made at the BANK OF CHINA and BANK OF COMMUNICATIONS or any of the branches of the above banks and also at the Shanghai Office of the HONGKONG AND SHANGHAI BANKING CORPORATION.

Bonds having at their two terminal numbers any of the following groups, viz. 09, 17, 22, 37, 50, 52, 53, 58, 73, 90, 95, are drawn bonds.

OFFICIALS: J. V. BOWRA,
Inspecting General of Customs
and Inland Revenue.
Peking, June 18th, 1920. [1120]

REPUISSE-BAY HOTEL

SATURDAY, JULY 3RD.
TEA DANCING FROM 4 TO 7 P.M.
DINNER DANCE FROM 8 P.M.

SUNDAY, JULY 4TH.
ORCHESTRAL CONCERTS DURING TIPPIN AND AFTERNOON.

A. G. DA ROCHA,

IS THE AUCTIONEER.

A. G. DA ROCHA

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2932.

FAVOURED with instructions from The Comptroller.

will sell by Public Auction, on THURSDAY, July 1st, 1920, at his Sales Room—

HOUSEHOLD FURNITURE AND EFFECTS.

Wardrobes, Desks, Chairs, Chest of Drawers, Dressing Tables, Bookcases, Arm-chairs, Carvings, Crockery and Glassware, Brass Ornament, Vases, Pictures, Ice Boxes, Bedsteads, Clocks, Typewriters, Tablecloths, Baskets and a long line of Sundries.

Also
3 Oliver Typewriters (brand new).
Tea and Coffee on Delivery.

INTIMATION

Delightful & Refreshing

for Summer use.

Watson's

Ye Olde English

LAVENDER

WATER

\$1.25 \$2.00 \$3.75

Watson's

EAU DE

COLOGNE

(Cloche d'Argent brand).

A perfume that will satisfy the most critical—in elegant crystal globe bottles.

\$1.00 \$1.75 \$3.25

A. S. WATSON & CO., LTD.,

THE HONGKONG DISPENSARY.

[11]

BIRTH.
ROZARIO.—At Shanghai, on June 23rd, to Mr. and Mrs. J. M. de ROZARIO, a daughter.

DEATH.
MACARTHUR.—On board s.s. *Norona*, on June 23rd, between Bombay and Aden, Barina Peterson, dearly beloved wife of WILF MACARTHUR, Quarry Bay, buried at Sea. [1130]

HONGKONG OFFICE: 10A, DEN VUUR RD., C LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

Hongkong, July 1st, 1920.

THE MASSACRES AT NIKOLAEVSK.

A long succession of ghastly horrors during the last six or seven years has not rendered the civilized peoples of the earth so callous as to be able to read without intense indignation the story which the Japanese Foreign Office has recently given to the world of the two massacres of Japanese subjects by Bolsheviks at Nikolaeievsk.

Certainly nothing in the last six years has so deeply stirred the Japanese people whose kith and kin have been the victims of these ghastly massacres, one at least of which we are justified in describing as cold-blooded. The first, which occurred in March, the Bolsheviks would doubtless endeavour to defend as a legitimate act of war. It appears that there was a garrison of some 300 Japanese troops at Nikolaeievsk for the protection of the Japanese residents, who are estimated to have numbered about 350. The Bolsheviks attacked the town and according to the Japanese Government's version of the affair, it appears that the garrison was annihilated and only about 150 of the entire Japanese population of the town survived.

These were described as "sick, wounded, children and aged persons." They were all thrown into a prison, and "they seem to have all been killed by the Bolsheviks" before they evacuated the town in May on the approach of a Japanese expeditionary force. We are told by the Asiatic News Agency (a Chinese organisation) that the Russian newspapers in Siberia, in the absence of confirmation of the Japanese accounts from any other source, generally

view the matter as "a deliberate attempt on the part of the Japanese Military leaders to work up an agitation in justification of a permanent, or at least an indefinite occupation of this Russian city." It is freely admitted even in the Press of Japan that the maintenance of Japanese troops in Siberia has created intense ill feeling among the Russian people, and if that be so it sufficiently explains the attitude of the Russian Press in casting doubt upon the truth of the Japanese reports and in representing them as all a part of the Japanese military game to win public support for the retention of the Japanese forces in Siberia. But it is impossible to dismiss the story in this way. The published details are too circumstantial and they can only be disbelieved when their untrustworthiness is definitely proved. Some of the details published in Japan, which we have not seen in any account issued by the Foreign Office, show that not every Japanese who perished was shot or bludgeoned by Bolshevik ghoulia. We read, for example, that "Lieutenant-Commander Miyake and Counsel Isomura committed suicide in the regulation samurai fashion by stabbing each other, before a picture of the Emperor. Mrs. Ishida, who was with child, had put on full dress, and together with a three-year old boy and a seven-year old girl, had herself killed at the hand of her husband." Naturally the story, as we have said, evoked a wave of national sympathy with the victims, which is finding expression in memorial services, and relief funds and in other ways. In the political arena the Government is being strongly condemned for not sending reinforcements earlier, and, of course, there is much inquiry as to what measures the Government intend taking to exact reparation for these atrocities. While some of the papers are talking wildly about the necessity for drying what are called the Russian Partisan forces to the West of Lake Baikal at the point of the bayonet, and dealing "a staggering blow to the wild and barbarous Russians," there are other Japanese papers which, while condemning the outrages in unmeasured terms, take the view that immediate redress is impossible having regard to the general situation in Far Eastern Siberia, and that, regrettable as it is, a more favourable opportunity must be awaited. What is of fundamental importance, one paper says, is that the policy Japan intends to pursue in regard to Siberia should be made clear. The *Asahi Shimbun* charges the Government with having been false in some respects to Japan's declaration of non-interference with the internal affairs of Russia. To assist SEMENOV until he can command forces large enough to counteract the Bolsheviks is, it says, impossible unless the Japanese garrison is maintained permanently. This is against the wishes of the Russian people, and it can only intensify the anti-Japanese sentiment of the majority of the Russians, the only exception being the minority of SEMENOV's followers. Most of the comments we have seen on the subject, however, encourage occupation rather than withdrawal. The quandary in which the Japanese Government has been placed by these massacres is perfectly apparent, and the only thing that can at present be said on the subject is that these atrocities will obviously exercise an important influence upon Japan's future attitude or policy in the territory of Russia. They are manifestly more likely to lead to a decision in favour of the retention of the Japanese troops than of their withdrawal.

Two cases (two deaths) of cerebro-spinal fever and one case (one death) of small-pox were reported in the Colony on Tuesday.

Many members of Parliament have come back to Canton during the last few days, according to the vernacular press, and are applying for their salary.

Tenders are invited by advertisement which appears on page 1 for the purchase of the wreck of the steel auxiliary tug-boat three mast schooner *Alfonso* as she lies afloat in Manila Bay.

A North China Contemporary says that as an example of the extent to which silver and gold is being hoarded in China, the incident is reported of an old woman paying for the purchase of a cotton quilt with 500,000 worth of gold bars dug out of its hiding place.

The water in the West River rose to 6 ft. 11 in. on June 27th and fell 2 inches the following day, according to the reports made to the Harbour Master at Canton. The water in the North River recently reached to the top of the banks but has since subsided.

The first typhoon signal of the year was hoisted yesterday. A gale from the East (N.E. or S.E.) was indicated.

Owing to the present disturbed conditions in the country, the Diplomatic Corps in Peking, says the *Peking Daily News*, proposes to address another aide-memoire to both the Central Government and the Southern leaders urging the speedy conclusion of internal peace in this country.

As a result of the economic depression, the South Manchuria Railway Co. has been obliged to interrupt or put off the execution of various schemes and to discharge about 9,000 out of 50,000 Japanese and Chinese employes. Some of their directors are coming up to Tokio in order to raise the funds badly needed for business purposes, says the *Jiji*.

The following extract is from the *Canton Times*: "Nearly 150 unemployed mechanics from Hongkong are now lodged in the quarters of the Mechanics Union in Honam, Canton, according to vernacular press reports. The unemployed union labourers have the impression that the capitalists in Hongkong are unfriendly to them and that they would get discharged from their jobs on little or practically no ground. They state that no large contracts have been received at the Hongkong shops recently and that this may be the cause of the discharge of so many men."

Discussing Japan's naval programme the *Jiji*, according to a translation in the *Japan Advertiser* says: "There is some trouble as to the capacity of shipyards in this country and the time needed for the completion of the naval scheme, but the difficulty can be appreciably reduced if some of the warships to be built are ordered from abroad, and there will be a considerable economy of cost. The battleship *Yatsu* cost close upon ¥80,000,000, which is about 30 per cent. higher than the present cost in England. As a matter of fact, the battleship *Yatsu* cost only about 24,000,000, or about ¥50,000,000 at the present rate of exchange. The naval authorities had better order some of the ships from England and thus prevent a delay in the completion of the plan."

"European" Police Constable No. A51 attracted a great deal of attention to himself at about 1 p.m. yesterday, opposite the Hongkong Hotel. He was evidently in an advanced state of intoxication, for he wanted to assault Mr. Harold Beth and also a number of harmless chair coolies. The large crowd which watched his antics, brought to the scene another European constable and a European detective, and they endeavoured, without success, to persuade Constable A51 to go back to his quarters, realising, no doubt, that in his condition it was not advisable that he should be in possession of a loaded revolver. A reporter of the *Daily Press*, who was an interested spectator, telephoned from the Hongkong Hotel to the Central Police Station to have the man removed from duty. Ten minutes later No. Police had appeared, and A51 was taken for a walk towards the Fire Station by another European constable and followed by a crowd of admiring Chinese.

FOURTH OF JULY CELEBRATION.

THE LOCAL ARRANGEMENTS.

The Fourth of July this year falls on Sunday, but the legal observance of this American National Holiday has been set in the United States for Monday, July 5th. Accordingly the American community in Hongkong are arranging to observe Monday, July 5th, as their national holiday this year.

Arrangements have been made by local Americans to hold a reception at the Hongkong Hotel between the hours of 4 and 6 p.m. on Monday, July 5th, when local American residents will be at home to their friends. No formal or written invitations have been issued, but such friends of other nationalities as may care to be present will be cordially welcome.

The Hongkong Hotel has in hand the matter of arrangements for suitable decorations and refreshments. Mr. Edithson Hope, who is in charge of the American Consulate, has appointed a committee of Americans consisting of Messrs. O. H. Ritter, D. H. Cameron and L. Geare, to make the necessary arrangements for the observance of this day.

LAUNCHING AT KOWLOON.

A steel vessel, built to the order of the British Admiralty, was launched yesterday morning from the yard of W. S. Bailey & Co., Ltd.

The vessel is 135 feet long by 22 feet beam, by 10 feet 3 in. depth, will carry 500 tons of oil in bulk, acting as a service vessel for bunkering the warships in the Harbour.

The vessel is very strongly built and subdivided by oil tight centre and transverse bulkheads, and equipped with a complete steam pumping plant for the rapid handling of oil fuel on the most modern system.

CABLES

LATEST CABLES.

DEMOCRATIC CONVENTION.

MONROE DOCTRINE OF THE WORLD.

SAN FRANCISCO, June 28th.

At the opening of the Democratic Convention, Mr. Homer Cummings, the temporary Chairman, referred to the League of Nations Covenant as "the Monroe Doctrine of the World." He denounced the Senate's rejection of the Peace Treaty, and declared that the Republican platform was reactionary and provincial, and not containing one really constructive suggestion. He paid a tribute to the Government's course of action in war-time, and denounced the attacks on President Wilson which wrecked the President's health and destroyed the world's hope of peace. He declared that the Republican plank in regard to the

League of Nations was dishonest and arraigned the United States for not fulfilling her pledges to Europe. Mr. Cummings exhorted America to support the Democratic Party's policy of peace, disarmament of the world and fraternity.

SPLIT BETWEEN WILSONITES AND BRYANITES.

SAN FRANCISCO, June 28th.

The reports are growing in strength of a bitter split in the Democratic Convention between the Wilsonites and the Bryanites, particularly regarding the League of Nations.

The Wilsonites insist on a complete endorsement of President Wilson's policies, while the Bryanites desire to compromise with the Senate regarding the League.

MR. MCADOO'S PROSPECTS.

Mr. Love, the National Committee man for Texas, who is regarded as Mr. McAdoo's spokesman, has declared that Mr. McAdoo, if nominated, would accept. He was convinced that Mr. McAdoo will be nominated.

As a result of this statement a movement has been started to unite all delegates favouring Mr. McAdoo's nomination. It is believed that Mr. McAdoo's adherents will await the expected deadlock between the candidatures of Mr. Palmer and Mr. Cox, and then submit Mr. McAdoo as a compromise choice.

WETS MEET DRYS.

SAN FRANCISCO, June 28th.

The "Wets" and the "Drys" at the Democratic Convention outlined their planks.

Mr. Bryan, for the "Dry," vigorously advocated a declaration demanding the enforcement of the Prohibition Law.

Mr. Burleson, for the "Wet," urged individual liberty and amendment of the law, in order to sanction beverages practically unobjectionable, also an amendment to the Constitution requiring future amendments to the Constitution to be ratified or rejected by a referendum in all the States and throughout the Union.

Many powerful leaders have started a movement to prevent any mention of liquor in the platform.

The Illinois delegation rejected a resolution favouring that no reference be made to Prohibition in the platform, and then accepted by 38 votes to 31 a declaration permitting light wine and beer.

MR. DE VALERA'S ARRIVAL.

Mr. De Valera has arrived in order to fight for the inclusion of the plank in regard to Irish independence in the platform.

COURT OF INTERNATIONAL JUSTICE.

VIEWS OF JURISTS ADVISORY COMMITTEE.

THE HAGUE, June 28th.

The Jurists' Advisory Committee urged that provision should be made so that purely legal cases may go automatically before the Court of International Justice, and suggested that an immediate international conference should be recommended to the Council of the League of Nations in order to re-state the principles of International Law.

It was also decided that the court should be open to all cases needing arbitration, even from States which were not members of the League.

TURKISH TREATY. COUNTER-PROPOSALS BY TURKS.

CONSTANTINOPLE, June 28th.

The Turkish counter-proposals to the Treaty suggest the establishment of a neutral zone in Thrace, an immediate plebiscite in Smyrna, the creation of a corridor to Brusa through international zones, enabling the Sultan to reach his dominions without crossing foreign ground, also the inclusion of a Turkish delegate, with equal powers, on the Commission of Financial Control.

EFFECT OF GREEK ADVANCE.

LONDON, June 28th.

The news of the Greek advance caused the most profound dismay everywhere in Turkey.

The Times' Constantinople correspondent says that the Greek campaign against the Nationalists forestalled an offensive for which Mustafa Kemal was concentrating troops against the Greeks.

CALIPHATE COMMITTEE'S THREAT.

MR. GANDHI'S INTERPRETATION.

LONDON, June 28th.

The Times' Bombay correspondent, emphasizing the meaning of the Caliphate Committee's resolution regarding non-co-operation with the Government—passed on June 26th—says that Mr. Gandhi has explained that the first stage is a surrender of titles and resignation of honorary posts, and if this is non-effective, the second stage will be resignation of their posts by Government servants.

GERMANY'S TASK.

HERR FEHRENBACH'S APPEAL.

BERLIN, June 28th.

At the first meeting of the new Reichstag, Herr Fehrenbach, speaking on foreign policy, said that the Germans scarcely recognised the heavy burden of the Versailles Treaty. The German Government had no alternative but to try to fulfil the engagements. Germany must carry out the disarmament and reparation stipulations. If it is not all executed this will not be due to want of goodwill.

Herr Fehrenbach appealed to the mutual confidence of nations to resume the economic development arrested by the war. "We consider," he said, "that it is our

principal task to end the fatal reaction resulting from the mistrust of our opponents and our own failure to carry out the peace conditions, by convincing our former opponents that among the German peoples the dreams of political might or thoughts of revenge and less foundation the more sympathetically they are met. Germany must also convince her opponents that the sole rallying cry is to reconstruct in tranquillity what the war has destroyed.

NEW MINISTER OF LABOUR.

BERLIN, June 28th.

The pastor, Dr. Braun, has been appointed Minister of Labour.

WORLD'S TENNIS CHAMPIONSHIP.

SHIP.

LONDON, June 28th.

At Wimbledon Shimidzu reached the World's Tennis Singles Championship semi-final.

It is noteworthy that this is the first occasion on which a Japanese has got so far.

To-day he beat Willford (England) by 6-0, 6-1, 6-2.

COUNTY CRICKET.

LONDON, June 28th.

Surrey beat Essex by eight wickets.

EARLIER CABLES.

THE "KING'S HOUSE."

ANOTHER MEMORIAL TO THE DEAD.

LONDON, June 28th.

The Daily Express publishes the outline of an elaborate scheme to establish a "King's House" as a memorial to those who died in the war.

The scheme consists of the establishment of a vast bureau in one of the new Government buildings at Westminster—to assist and advise ex-servicemen.

The scheme will be run on a business basis by the King himself assisted by a Council.

LATEST CABLES.

THE IRISH UPHEAVAL. MILITARY PRECAUTIONS AT BELFAST.

LONDON, June 28th.

Replying to a deputation headed by Sir Edward Carson regarding the likelihood of trouble in Belfast, Mr. Lloyd George stated that a battalion had just arrived at Belfast, and another was going immediately, and a third was ordered to leave.

EARLIER CABLES.

SINN FEINERS CAPTURE GENERAL LUCAS.

LONDON, June 28th.

Sinn Feiners have captured Brigadier General Lucas and two officers at Fermoy. The officers returned to Fermoy. The whereabouts of General Lucas are unknown.

Brigadier General Lucas's companions were Colonel Danford and Tyrrell. The party was surprised at night in a fishing hut by armed men who came in a motor car. They seized and carried off the officers. Colonel Danford jumped into the car and attempted to escape but he was shot and wounded on the head, whereupon Colonel Tyrrell was left behind to attend to him.

A SHORT LIVED MUTINY.

BERSAGLIERI CAUSE A DIVERSION.

ROME, June 27th.

Following revolutionary propaganda, a battalion of the Bersaglieri mutinied at Ancona. They arrested their officers and then entrenched themselves in their barracks grounds with armoured cars. The loyal garrison surrounded the barracks, and also entrenched themselves.

The town is in a panic. Houses have been barricaded and martial law proclaimed.

A GENERAL STRIKE DECLARED.

ANCONA, June 28th.

A general strike has been declared in the neighbouring villages. Trains were attacked at Borzaccino. Five passengers and a policeman were killed.

Anarchists with a machine gun attacked the Carabinieri in the barracks at Ancona. They bombarded the gates but were unable to enter.

Military reinforcements arriving were received with a fusillade from the houses, women participating.

MUTINEERS SURRENDER.

LONDON, June 27th.

The mutinous Bersaglieri surrendered to the commander. Reinforcements are en route to Ancona. Order is being rapidly re-established.

RACING IN FRANCE.

RESULT OF THE GRAND PRIX.

PARIS, June 27th.

The result of the Grand Prix is as follows:—

Comrade	1
Embry	2
Soubrier	3

Fifteen horses ran.

TRAGIC BATHING FATALITY.

COUNTESS OF DUDLEY DROWNED.

LONDON, June 27th.

The Countess of Dudley was drowned while bathing at Rossmuck in Connemara on Saturday.

THE NIKOLAEVSK TRAGEDY.

THE BOLSHEVISTS' LAST MESSAGE FROM THE CITY.

THE PARTISANS' DENUNCIATION.

The following is the text of the last wireless message sent out from Nikolaevsk before the Japanese occupation:—

"We are leaving Nikolaevsk and blowing up the wireless plant. The population have evacuated and destroyed the city, the fortress and the surrounding villages. What they could not take away they blew up and destroyed. The Japanese on the arrival will find ruins and dust. In leaving we are hopeful that the Soviet will soon triumph over capitalism. We continue to fight against the yellow-faced gendarmes, traitors to the workers' and peasants' revolution and the Zemstvo have betrayed the Far East. We do not know who is to blame; nevertheless, had not the Zemstvos secured the power, the Soviet would have continued to fight a victorious end. Protesting against the Zemstvos and Whites, who have made peace with the Japanese, we appeal to the proletariat of Russia and the world to assist in a bloody fight against the Japanese until freedom has been secured. (Signed) Commander of the Partisans, TETARION."

A VICTIM OF DRUGS. ENGLISHMAN AT SHANGHAI SENT TO PRISON.

A pitiful object, with his white, wasted face, wild eyes and body jerking spasmodically, while the tears ran down his cheeks, Graham Busby stood in the dock at the British Supreme Court, to-day, says the Shanghai Mercury of June 24th, to hear his sentence for having wounded a sampan-man by shooting him. Obviously brought to a point where he has begun to appreciate how his life has been wasted and held by the frank explanation of the Judge as to efforts being made to reclaim him, he listened with a drooping head.

Mr. S. Lewison made a last appeal for Busby. He said that the prisoner had arranged to have very good compensation paid to the injured man. Busby had never been in trouble before and he had been working for himself from the age of 14 years right up to the present moment. He was addicted to opium to such an extent that, as a doctor, had said, it would be impossible for him to do without it. The usual result of such cases was that, if the man were deprived of the drug, he would crack up, suddenly and altogether. Therefore he pleaded for consideration under the First Offenders' Act, or, alternatively, that he be kept in custody until arrangements could be completed to have him taken care of by friends in Australia or California. He had well-to-do and influential friends in those countries who could look after him. He believed such action was left to the discretion of the Judge.

The Crown Advocate said that the application of the First Offenders' Act would be unusual, but there was no doubt about the power to apply it. Undoubtedly the safest and most healthy place for a man in the condition of the prisoner would be somewhere under medical observation, not for a short period, but for a period shorter than the maximum punishment.

The Judge, Graham Busby, you have been found guilty of one of the most serious offences known to the law and you have very narrowly escaped being tried here for murder. As it is, the law empowers me to send you to prison for life, but I am not going to do that. You find yourself in the position in which you are to-day, I believe, due to your own habits. Drink and drugs have brought you where you are. I was considerably shocked at the casual way you reeled off in the witness box the amount of drink and drugs you took. Your case has given me very considerable anxiety and I put you back in order that I might take further thought as to what would be the right way to deal with you. I am not able to decide to the suggestion that you should be let out now. What has been worrying me is how far I can assist you in getting away from your evil habits for the future. The administration of criminal justice is not only intended to warn other people not to get into trouble and to punish the offender, but also it is to help him to get out of his evil ways, and that is what I have had in my mind. The doctor says the best chance for you is to be under care and observation for a considerable period and if you will make an effort you should get back to such a state of health and mind as will enable you to become a proper citizen. I therefore sentence you to eighteen months' hard labour and you will be deported at the end of that sentence and pay the expenses of deportation. If you cannot after that deportation, without the necessary authority, you will be liable to be arrested and sent to prison and again deported. If you can get out of the tropics and into a temperate climate, you have a far greater chance of getting on in life than if you are detained here or in the tropics.

Nothing is easier than to paint the situation in the most sombre colours. The Prime Minister, to whom it is difficult to see an alternative, is sick. The Government, in spite of all advice, continues to govern without a Mejlis (Parliament) and its timid councillors are ever urging and not to conjure up that fearful dragon. The report of the Anglo-Persian Military Commission still awaits the Cabinet's consideration and in the meantime nothing is being done to provide Persia with her own armed forces.

SCANDINAVIA AND TRADE WITH CHINA.

NORWEGIAN BANK TO OPEN IN SHANGHAI.

The Peking correspondent of the P. and T. Times is informed that the Norwegian Overseas Bank Union, Ltd., of Christiania, founded by the co-operation of thirty-three of the principal banks in Norway, has decided to open a branch in Shanghai. The Bank will undertake all ordinary banking transactions with a special view to the development of closer commercial relationship between China and the Scandinavian countries.

The opening of the bank will take place as soon as the necessary arrangements have been made. It is extremely interesting to note that the Scandinavian countries are now taking a great interest in the possibilities of business with China. Previous to the war the connections were mostly shipping interests and natural importations such as matches, paper, etc., were not given due weight, but the possibilities of trade with China for mutual benefit has now taken a strong hold of the public mind and everything is being done to develop such connections.

AMERICAN FIRMS IN CHINA.

In the business review of the Park-Union Foreign Banking Corporation for March the following paragraph occurs:—

A pronounced influx of American firms into Shanghai since the armistice is reported to have brought the number of concerns establishing offices here since the outbreak of the war up to about 150. Despite the increased number of American firms in China, as revealed by the information as to their presence in Shanghai, the Far Eastern Division of the Bureau of Foreign and Domestic Commerce reports that the lack of first class American firms to handle American goods is a distinct asset for trade prospects. Many of the firms already flourishing here handle exclusive lines, and therefore cannot be counted among the possible agencies for new firms desiring to introduce their products.

PERSIA IN PERIL. DANGER OF BRITISH APATHY. BOLSHEVISM AND ISLAM.

In a gloomy picture of the present situation in Persia the Times correspondent says that the Bolsheviks are actively seeking to set the Persians against the British, and that the Allied intervention towards the Bolsheviks, together with the postponement of reforms in Persian administration, has combined to produce difficulties in the internal situation which it will be hard to remove.

TEHRAN, May 11th. The semi-official newspaper Iran has published articles contending that the doctrines of Bolshevism closely resemble the pure gospel of Islam and are the modern and political counterpart of the work begun by the Prophet Mahomet in the domain of religion. Plurality of wives and the facilities granted for divorce are instances as Islamic anticipations of Bolshevik tendencies.

The paper proceeds to argue that the Bolsheviks are the spiritual friends of Islam, but the existence of the Anglo-Persian Agreement, which is an abiding offence to the Bolsheviks is the cause of strife and the presence of British troops in Northern Persia is a grave danger to the country. The journal, therefore, appeals to Great Britain to withdraw them.

The newspaper Sadeqi, of Teheran, without attempting to trace any resemblance between Trotsky and Mahomet, makes the same appeal and emphasizes the Bolshevik hostility to the Anglo-Persian Agreement, which, it says, Russians believe will subordinate Persian policy to British interests to the safe extent as was formerly the case with Afghan policy.

The Persian public is undoubtedly considerably agitated. Messages from Astrakhan to the effect that the Bolsheviks are magnified into an ultimatum to Persia that she must turn out the British troops or face the horrors of a Bolshevik invasion. The undoubtedly unsatisfactory situation at Tabriz is exaggerated into a statement that the city has thrown off all allegiance to the present Persian Government, and is ready at any moment to proclaim a Soviet, bringing in her train Ghilani, Ardebil, and possibly parts of Gilan and Mazandaran.

ADVANTAGES OF BRITISH HELP.

No one stops to reflect that the British forces by insisting on the disarmament and internment of Dehkhah's Cossack fleet, have saved Persia a month ago from the ravages of the Russian civil war to Persian soil, or that the arrival of an Anglo-Persian Agreement favours the development of free friendly relations between Persia and Afghanistan. The fact that the Bolsheviks have now been on the Persian frontier for a long time, and that their bark has been proved to be worse than their bite, also fails to warm the cold feet of the Persians.

Property-owners in a cleft stick. They fear the Bolshevik virus is working rapidly into the system of the population, and while they wish to save off a Bolshevik invasion at any cost they realize that there is no force to fill the void which the British troops, if withdrawn, would leave, and fear an outbreak of internal anarchy. One owner of large estates, who adds honesty and enlightenment to his other local disadvantages, told me yesterday that he owed his life to the presence of the British troops in the country.

Nothing is easier than to paint the situation in the most sombre colours. The Prime Minister, to whom it is difficult to see an alternative, is sick. The Government, in spite of all advice, continues to govern without a Mejlis (Parliament) and its timid councillors are ever urging and not to conjure up that fearful dragon. The report of the Anglo-Persian Military Commission still awaits the Cabinet's consideration and in the meantime nothing is being done to provide Persia with her own armed forces.

The British Financial Adviser is ready to begin his work, but unless a Mejlis comes into being and interests itself in reform, it is difficult to see what point of support will be available either for him or the military or other advisers. British public servants, accustomed to a Parliamentary régime, do not relish the prolongation of a situation which tends to make them, in time, the instruments of an irresponsible Junta.

DIFFERENCE OF WESTMINSTER.

The House of Commons apparently takes no real interest either in the Agreement or in the absence of the Mejlis, and must bear its share of the responsibility for the fact that in spite of authoritative statements from the British Legation the Persian public perseveres in the belief that Great Britain prefers to see Persia without a Parliament. It is, doubtless, an excellent thing to entertain the belief that more than turtlesoup will be required if we are either to earn, or otherwise obtain, the confidence of a people which dethroned Mohamed Ali Shah and watches his young son, Sultan Ahmed Shah, with critical eyes.

The Milner reforms for Egypt, which should have a repercussion far beyond Egypt, are still delayed, and the history of British promises, and their performance, with regard to the status of Egypt, remains a staple of much political conversation. Mr. Lloyd George tells us that the Bolsheviks will never invade the Middle East, and have nothing to gain thereby, yet Bolshevik Turkistan is starving while Persian Khorassan, Mazandaran, Gilan, and Azerbaijan are fat and full of grain.

The War Office appears to have cut its teeth on Persia on the same assumption, and seems to be ready neither to hit nor to run. For instance, the small detachment of India soldiers, should obviously officers now in Teheran, should obviously be reinforced or withdrawn. The Supreme Council makes neither peace nor war with the Bolsheviks. Its prolonged inactivity has now produced a situation on the Persian frontier which may at any moment make peace impossible.

All this is true; yet think of the cumulative effect that these brush strokes produce on a picture gloomier than the truth. The sands are running out, but there is yet time to secure the foundations of a peaceful national development for Persia. The building of her prosperity will begin by agreement if Persia calls her Parliament and if it feeds itself on facts instead of on rumours, and if the Allies will make up their own minds about Bolshevism.

FRENCH AVIATOR'S FATAL FLIGHT. HOW HE DIED IN THE SAHARA.

The official report of Lieutenant Provost, who found General Laperriere dead and his companions, Aviator Bernard and Mechanician Vasselini, on the point of death in the Sahara desert, has been received by the command of the 10th corps here, says the Algiers correspondent of Le Petit Parisien. This report, after telling of the loss of bearings on the trip, recounts the unfortunate landing of the general and his dramatic death in those words:

"It was about noon; the plane was sailing aimlessly over the immense Sahara, for the west wind had blown it away from the caravan trail, the only mark which General Laperriere had to follow. The supply of gasoline was getting low and finally Bernard reported that there was only enough left for half an hour's flight. To avoid the trouble of a landing suddenly forced by the exhaustion of gas, General Laperriere and Bernard decided to land as quickly as convenient. A heavy wind interfered with the landing and caused the machine to capsize as it hit the sand. The general's left collar bone was broken in the fall, but Bernard and Vasselini were uninjured save for a few scratches."

FATAL DEATH WITH FORTITUDE.

The first few days after the landing General Laperriere suffered greatly from his broken collar bone, but he bore the pain with great fortitude and with no word of complaint, for he realized that he must keep up the spirits of his subordinates. He discussed the situation optimistically with them and sought to calculate a way out of the difficulty. At last, realizing that a horrible death was inevitably approaching he said to his companions:

"I have crossed the desert eleven times and on the twelfth trip I die. I am to blame for your plight, boys. One would have thought that I must know the Sahara, but no man knows it yet."

In spite of his own despair the general never ceased to try to encourage his companions. He told them that a miracle was always possible and there was no time to give up the fight completely.

In the fall of the plane the reservoir in which drinking water was carried was wrecked and the water was lost and the cracked tin was the only available for the air of the plane. They had food for only a few days. About February 25th General Laperriere's condition became much worse. He was no longer able to speak and a delirium set in that robbed him of his mind.

BURIED IN THE SAND.

March 5th, at the end of his strength and for two days in the agony of death, General Laperriere gazed his last in the arms of Bernard and Vasselini. The two survivors buried the body of the general near the wreck of the machine, digging a grave knee deep in the desert sand with their hands. After having thus put to rest all that was mortal of their leader, they were in very low spirits and each day more of their courage escaped them, for they saw no hope of escaping death on the arid waste.

Thus things went on until March 10th, when Bernard began to show signs of giving way; he was barely able to walk. The next day fever kept him down all day and after that, despite his strong constitution, he was not able to get up. Vasselini, more robust, felt his strength slipping also. March 14th he was unable to get up. Both were lying beside the crippled airplane. Bernard was unable to talk, he lay motionless. That day Lieutenant Provost, searching that section of the desert for the missing aviators, was seen by Vasselini who, summoning all his strength, got his carbine from the plane and fired several shots, which attracted the attention of the cavalry detachment led by Provost."

THE HUMPHREY BISHOP COMPANY.

PRESENTATION OF THE PANTOMIME TO-NIGHT.

The Humphrey Bishop Co. are presenting their much talked of pantomime "Ali Baba" to-night, when there should be a full house to greet them. The pantomime has been described by those whose opinion is worth having as perhaps the best thing in the Company's repertoire, so that, having witnessed their better performances during the past week, local theatre-goers will be able to realize that "Ali Baba" should be a thoroughly pleasing performance. The Company spent several weeks in Bagdad recently, and were, therefore, able to obtain a better perspective of the setting in which this pantomime should be staged. Needless to say, the dresses are gorgeous, and as those clever comedians, Messrs. Joe Brennan and Robert Roberts, are on the bill, it is certain that "Ali Baba" will be a succession of laughs.

Last night, the Company again gave of their best. Miss Meadows sang "The Rosary" with even greater sympathy than on the first night. Miss Marceline Renault's songs were decidedly popular, while the old favourites, "Bubbles" as re-arranged by Miss Jill Hill and the Company was one of the best things on a fair programme. The singing of Messrs. Walter Kingsley and Maurice Jeffry deserved all the applause it received.

According to present arrangements, the Company's season closes on Saturday. They are leaving by the Madras on Sunday for Singapore.

The Persian frontier which may at any moment make peace impossible. All this is true; yet think of the cumulative effect that these brush strokes produce on a picture gloomier than the truth. The sands are running out, but there is yet time to secure the foundations of a peaceful national development for Persia. The building of her prosperity will begin by agreement if Persia calls her Parliament and if it feeds itself on facts instead of on rumours, and if the Allies will make up their own minds about Bolshevism.



THEATRE ROYAL.

TO-NIGHT!

HUMPHREY BISHOP CO.'S

PANTOMIME

UNDER instructions from the concerned, the undersigned WILL RECEIVE SEALED BIDS up to Noon on WEDNESDAY, JULY 7th, which bids will be opened subsequently in private, for the purchase of the WRECK OF THE STEEL AUXILIARY TWIN SCREW 3 MAST SCHOONER

"ALFONSO"

as she lies about in Manila Bay.
Bids to be clearly marked.
"Bid for purchase of M. V. Alfonso."
The undersigned reserve the right to reject any or all bids.
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AUSTRALIA'S CHANCETO GET POPULATION.

MR. SEDGWICK'S PROPOSALS.

For a number of years now Mr. T. E. Sedgwick, an English journalist, at present on a visit to Sydney, has devoted much labour and thought, largely in an unofficial way, to Empire migration. It is his third visit to Australia, says the Sydney Herald. He has visited New Zealand four times. His point about migration within the Empire is illustrated very strikingly when he tells you that between 1901 and 1910 no fewer than 1,700,000 people migrated from Great Britain to the United States. "A few of them," he says, "might have been foreigners; but the majority of them were British. Now, if those people had been attracted to Australia, with its great empty spaces, the probability is that Australia's contribution to the war, big and generous as it was in men, in money, and in material, would have been so increased as to make this great country an even more decisive factor in winning peace and victory before Australia came into the struggle."

Mr. Sedgwick thinks that Australia could fittingly commemorate the visit of the Prince of Wales by establishing in each State a big fund for the migration to Australia of English boys whose fathers could not be paid out, as in the case of ex-servicemen and other war workers, and for assisting them in training for the new life. It was to the migration of boys from the old country that Mr. Sedgwick first turned his thoughts; later he took up the question more broadly. He assisted 50 boys to go out to New Zealand. Since then, he says from 1910 to 1914, Australia itself has gained in population to the extent of between 3,000 and 4,000 of the same promising young raw material. All these boys, according to Mr. Sedgwick, have been placed on the land, mainly in New South Wales and in Victoria.

"Australia and New Zealand together," says Mr. Sedgwick, "have not the population of London. It is thought by some that Australia, without going right into the heart of it, could carry as many as 200,000,000 people. Allowing even for 100,000,000, it would take its present handful of people a very long time, by the natural survival of birth and death, to people it to the stage without some vigorous immigration movement."

The British Government, according to Mr. Sedgwick, has extended until 1921 its offer, as part of a scheme formulated in 1918, to provide free fares to any of the British dominions for ex-soldiers and their wives and children, war widows and orphans, and war workers such as land girls, upon their approval by representatives of the dominions. "Australia," he adds, "can have as many of these people as it cares to ask for practically. Labour's interests will be protected, because no one can come out under the scheme without the approval of the Agents-General or the High Commissioner. During my visit I want to let the people of Australia know how things stand. For them this is a unique opportunity to get, by their own selection, free of charge, that greater population of which the country is in need."

THE ANGLO-JAPANESE ALLIANCE.

U.S. INTEREST IN ITS RENEWAL.

WASHINGTON, May 11th.
In those circles, official and unofficial, where Japan is a subject of constant pre-occupation, there has been considerable interest of late in the future of the Anglo-Japanese Alliance. It is recalled that when the Treaty was renewed in July, 1911, a clause was written in providing that if either of the contracting parties should conclude a general arbitration treaty with a third Power, then that treaty should be under no obligation under the terms of the alliance to go to war with the third Power. A general treaty of arbitration was then under negotiation between Great Britain and the United States, and it was understood that this provision was inserted at our request so as to exempt us from the obligation of declaring war on the United States in the event of war between her and Japan.

The arbitration treaty was never ratified, however, and this exempting clause of our treaty with Japan consequently never became effective. Our friendly gesture, to America, therefore, remained no more than a gesture.

It is now suggested that we might take advantage of the opportunity of the renewal of the Treaty with Japan in July next to repeat our demonstration of friendliness to America, and this time more effectively. It is pointed out that by referring to the Anglo-American Treaty for the submission of disputes to a permanent International Commission instead of mentioning the General Arbitration Treaty which failed to be ratified, the object we failed to achieve in 1911 could be achieved now. The question of incorporating in our alliance with Japan a clause excluding the United States from the number of nations with whom the alliance might involve us in war is a matter of concern not only to those directly interested in Japan, but also to those anxious for more cordial Anglo-American relations. As the Providence Journal remarks in a leading article to-day:—

In the present state of public opinion in the United States and the United Kingdom an announcement just at this time that Britain had taken the initiative in suggesting the inclusion of such a reservation in her alliance with Japan should prove most beneficial to Anglo-American accord.

The Journal also says:—"Might not Britain go a step further, however, with advantage to herself, both as to Far Eastern policy and in providing further ties to bind together the two great English-speaking nations?" It is further suggested that we should limit on the lines of the wording of the 1911 Lansing Agreement—the scope of the phrase "special interests" in China. It is urged that a special interest should be conceded to Japan in China only when it is recognized as distinctly defensive and as based on geographical proximity, and is clearly distinguished from the assertion of paramount political interest."—Times.

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SEANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chertoo.

CALCUTTA LINE.

S.S. "CHAKSANG"

will be despatched on or about July 2nd, for SINGAPORE & PENANG.

S.S. "KUMSANG"

will be despatched on or about July 6th, for SINGAPORE, PENANG and CALCUTTA.

Cargo accepted on Through Bills of Lading (Transshipment at Singapore) to RANGOON, PORT SWETTENHAM and MADRAS.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGERS

Telephone No. 215

GLEN AND SHIRE

Joint Service of Steamers:

U.K.-STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENLYLE" ...	2nd July	2nd July
"GLENMARA" ...	12th July	12th July
"GLENAMORY" ...	15th July	15th July
"GLENMARA" ...	28th July	28th July

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"CARMARTHENSHIRE" ...	3rd July	LONDON & ANTWERP
"GLENLYLE" ...	26th July	GENOA, LONDON & ANTWERP

Movements are subject to change without notice.
For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.

AGENTS: The Glen Line, Ltd.

The Royal Mail Steam Packet Co. Owners of "Shire" Line.

Tel. No. 215, sub. ex. 22.

Cable Address: Kawasaki, Kobe.
Bentley's, A.R.O. 6th Ed.
and Scott's Codes.

Telephone: Sanmomi 2844, 2845

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP Y20,000,000

President: Mr. Y. KAWASAKI

Vice-President: Mr. E. MATSUOKA

Managing Director: Mr. MATSUYAMA

The Company has on hand a large number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight.

And, under the Company's management—

Twenty steamers of about 9,100 tons deadweight each

Two steamers of about 6,400 tons deadweight each.

Belonging to the Kawasaki Dockyard Co., Ltd.

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA,

No. 8, Bury, Kobe.

123

AMERICAN & ORIENTAL LINEFOR HAVANA AND NEW YORK
via Panama Canal.

Subject to change without notice.

**ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.**

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—
THE BANK LINE, LTD.
Managing Agent.**"ELLERMAN" LINE.
(ELLERMAN & BUCKNALL S.S. CO., LTD.)**

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON & HAMBURG ... "KATHLAMBA" ... 30th July.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LTD.
General Agents.**C. N. C.****CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
HONGKONG	"KASHING"	On 1st July, 11 A.M.
SHANGHAI	"SUNNING"	On 1st July, Noon.
SAIGON	"HANGCHOW"	On 1st July, 3 P.M.
SHANGHAI and TSINGTAO	"YINGCHOW"	On 3rd July, 4 P.M.
SWATOW & BANGKOK	"LINAN"	On 6th July, 11 A.M.
SHANGHAI	"HINKANG"	On 8th July, Noon.
MANILA, CEBU & ILOILO	"TAMING"	On 8th July, 3 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO.
Excellent Saloon accommodation. Amidships. Electric Light and Fans in Saloon and Staterooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.For Freight or Passage apply to—
BUTTERFIELD & SWIRE.
Agents.**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers. Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

**SWATOW, AMOY AND FOOCHEW
AND RETURN.**

(Occupying 8 to 10 Days)

"HAICHING"	... Capt. A. H. Stewart	FRIDAY, 2nd July, at 3 P.M.
"HAILONG"	... Capt. J. B. Thomson	TUESDAY, 6th July, at 3 P.M.
"HAIHONG"	... Capt. W. C. Fennell	FRIDAY, 9th July, at 3 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIK & CO.,
General Manager.**NEW YORK DIRECT.**

Joint Service of the

"BLUE FUNNEL" LINE

(OOHAN S.S. CO., LTD. and CHINA MUTUAL S.S. CO., LTD.)

AND

**AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)**

Sailings from Hongkong:	via Suez	7th July
"DEUCALION"	... via Suez	...
"CITY OF OMAN"	... via Suez	30th July
"PAKING"	... via Suez	6th Aug.
"NINGBOH"	... via Suez	6th Sept.

* calls at Boston

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE on THE BANK LINE, LTD., HONGKONG.
HONGKONG and CANTON REISS & CO.**P. & O. - BRITISH INDIA.****APCAR AND EASTERN &
AUSTRALIAN LINES**

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RMD SEA.

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"DEVANHA"	8,100	21st July	Marseilles, London & Antwerp
"DILWARA"	5,400	17th July	Straits Colombo & Bombay
"LAHORE" (Cargo only)	5,200	28th July	Marseilles, London & Antwerp
"KALYAN"	9,000	10th Aug.	Marseilles, London & Antwerp

BRITISH INDIA - APCAR SAILINGS (South)

"MADRAS"	7,000	4th July	Straits, Rangoon & Calcutta
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EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	30th July	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.
"EASTERN"	4,000	30th Aug.	

SAILINGS TO SHANGHAI & JAPAN

"ST. ALBANS"	4,500	1st July	Moji & Kobe direct.
"LAHORE" (Cargo only)	5,200	3rd July	Shanghai & Japan.
"DILWARA"	5,400	5th July Noon.	Shanghai Only.
"KALYAN"	9,000	13th July	Shanghai & Japan.
"JEYPORE" (Cargo only)	5,200	14th July	Shanghai & Japan.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers may travel by R.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 3ft. x 2ft. x 1ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignee, and the Company's Surveyors, Messrs. GOSNOLD & DOUGLAS, at 10 A.M. on MONDAYS and TUESDAYS. All claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
21, Des Voeux Road Central, HONGKONG.**GRAND-PACIFIC CRUISE SERVICE**

operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe).

"ENDICOTT"	... About July 10th.
"WHEATLAND"	... About July 15th.
"ELDRIDGE"	... About July 28th.
"ELKTON"	... About Aug. 10th.

For PORTLAND direct.

"ABERCOSS"	... About July 4th.
"PAWLET"	... About July 26th.

Through Bills of Lading issued in Overland Commerce points.

For Freight and Particulars apply to

THE ADMIRAL LINE.

Telephone 2477 & 2478

Fifth Floor, HONG KONG

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"

11,000 tons, 11,000 tons, 11,000 tons.

SAILINGS FROM HONGKONG FOR**SAN FRANCISCO**

via SHANGHAI, JAPAN PORTS and HONOLULU	
"NANKING"	Aug. 19th.
"CHINA"	July 22nd.
"NILE"	26th Aug.

[An unsurpassed high-class passenger service.]

O. H. RITTER, Prince's Buildings, Lee House Street.
Telephone, Passenger Dept. 1224. Telephone, Freight Dept. and Agents 2161.**T. K. K. TOYO KISEN KAISHA****HONGKONG TO SAN FRANCISCO**

via SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
"PERSIA MARU"	9,000	July 6th.
"KOREA MARU"	20,000	July 14th.
"SHIKI MARU"	20,000	Aug. 10th. (from Yokohama).
"TENYO MARU"	22,000	Aug. 11th.
"SHINYO MARU"	22,000	Sept. 6th.

† Omitting call at Shanghai.

* Calling at Keelung.

SOUTH AMERICAN LINE.**HONGKONG TO VALPARAISO**

via JAPAN, SALINA, CRUZ, BALBOA, CALLAO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDRAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
"KAISHO MARU"	17,000	July 20th.
"ANYO MARU"	18,500	Sept. 9th.
"SEIYO MARU"	14,000	Nov. 9th.

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, MANAGER.

Agents at Canton: King's Building. Tel. Nos. 2174 & 2375.
Messrs. T. E. GRIFFITHS, LTD.**MESSAGERIES MARITIMES.
FRENCH MAIL LINES.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"AMAZON" 10,000	On or about 17th July.
	"ANDRE-LEBON" 22,000	On or about 2nd Aug.
	"PAUL LECAT" 20,000	On or about 15th Aug.
	"ARMAND BEHIC" 10,000	On or about 4th Sept.

MARSEILLES via
SAIGON, HONGKONG,
YOKOHAMA, CANTON,
DJIBOUTI, SUEZ,
PORT SAID.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. BODENFUSER,
Acting Agent,
Queen's Building.

TELEPHONE 740.

O. S. K. OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, ANTWERP, ROTTERDAM & HAMBURG

Monthly direct service via Singapore and Port Said.

"HIMALAYA MARU" (Call Marseilles) ... Sunday, 11th July.

"ALPS MARU" ... Tuesday, 14th Sept.

BUENOS AIRES, RIO DE JANEIRO, SANTOS.

MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"MEXICO MARU" ... Sunday, 8th Aug.

"CHICAGO MARU" ... Tuesday, 14th Sept.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"BURMA MARU" ... about Sunday, 18th July.

"SIAM MARU" ... Beginning of Aug.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly service.

"SHIKEN MARU" ... Friday, 2nd July.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Island.

"KOHOKU MARU" ... Tuesday, 27th July.

VICTORIA, VANCOUVER, SEATTLE & TACOMA

Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"ARIZONA MARU" ... Sunday, 11th July.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

"AMAZON MARU" ... Wednesday, 7th July.

"ALTAI MARU" ... Saturday, 17th July.

JAPAN PORTS—Moj, Kobe, Yokohama & Yokohama.

"SIAM MARU" ... Sunday, 11th July.

KEELUNG via SWATOW & AMOY—Th steamers

have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

"AMAKURA MARU" ... Sunday, 4th July.

TAKAO via SWATOW & AMOY.

"ROSTOM MARU" ... Thursday, 1st July.

For sailing dates and further particulars please apply to—

Y. YASUDA,

Manager,

No. 1, Queen's Building.

Tel. No. 744 & 745.

**LOS ANGELES PACIFIC NAVIGATION COMPANY
TRANS-PACIFIC FREIGHT SERVICE.**

HONGKONG

LOS ANGELES, CALIFORNIA, U.S.A.

DUE AWARDS ABOUT SAILING ABOUT

SS. WEST MONTOP... July 26th. SS. WEST MONTOP... July 26th.

SS. WEST HIKI... Aug. 20th. SS. WEST HIKI... Aug. 20th.

SS. VINITA... Sept. 14th. SS. VINITA... Sept. 14th.

SS. WEST HIXON... Oct. 7th. SS. WEST HIXON... Oct. 7th.

Through Bills of Lading to all U.S. and Canadian Overland Points no Transshipment en route. Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

Head Office: Los Angeles, Calif. Hongkong Office: Prince's Building, Charter 1. Tel. No. 1082.

Branch Office: Kobe, Shanghai. General Agent for South China: CHAS. E. RICHARDSON.

Manila, Singapore.

